

# ABSTRACT OF SANITARY REPORTS.

VOL. VII. WASHINGTON, D. C., SEPTEMBER 23, 1892. No. 39.

[Published at the Marine-Hospital Bureau in accordance with act of Congress of April 29, 1878.]

## UNITED STATES.

### QUARANTINE POWERS OF THE NATIONAL GOVERNMENT.

DEPARTMENT OF JUSTICE,

Washington, D. C., September 10, 1892.

#### THE PRESIDENT:

SIR: By your telegram of yesterday you ask for an opinion as to the extent of the powers conferred upon the Surgeon-General of the Marine-Hospital Service and the Secretary of the Treasury, with your approval, to make quarantine regulations with reference to immigration from infected ports.

In answer I have to say that every government is under obligation to take all necessary measures to preserve the life and property of its citizens, not only from foreign invasion, but to adopt such sanitary measures as are calculated to protect the people from those pestilences which have been found nearly if not quite as destructive as war.

This is but another application of the maxim that self preservation is the first law of nature, and, it may be added, of nations.

The right of the State to enact sanitary measures to protect its citizens is conceded. The right of the United States to do the same must be admitted. The maxim *salus populi est suprema lex* is as applicable to the one government as to the other.

The powers granted Congress in article 1, section 8 of the Constitution "to regulate commerce with foreign nations and among the several States and with the Indian tribes," and "to make all laws which shall be necessary and proper for carrying into execution the foregoing powers and all other powers vested by this Constitution in the Government of the United States or any Department or officer thereof," afford ample warrant for legislation by Congress upon this subject.

This subject is but one of a large number related to and affecting in different degrees the subject of commerce, upon which the States in the exercise of the police power are free to act and have acted from the foundation of the Government. Pilotage, wharfage, quarantine, and inspection laws are, perhaps, the most examples of this class of legislation.

There are other instances of concurrent legislation not all related to commerce. For example—

The State, in the exercise of its police powers for the regulation of the liquor traffic, requires the payment by a manufacturer or dealer in

intoxicants of a license. Without at all interfering with that State requirement, it is entirely competent, and the common practice, for the Federal Government to require the payment of an additional license. So the Federal Government forbids, under a severe penalty, the circulating of counterfeit coins, notes, and securities. Without at all conflicting with the Federal statutes, the State may, and does, impose penalties for the same acts. So, coming more closely to the subject-matter, it is held competent for the State authorities to impose a tax upon ships for the purpose of paying the expenses of administering her inspection or quarantine laws; and at the same time the General Government may and does impose a tax—head tax on immigrants—for a like purpose; and this is not understood to involve any necessary conflict of jurisdiction. *Morgan vs. Louisiana*, 118 U. S. 455.

These are subjects largely local in their character, and hence, doubtless, it has been supposed that they could be more effectually and satisfactorily managed through local law.

It can not be doubted, however, that with reference to those subjects confided to the nation that "Congress has the power to go beyond the general regulations which it is accustomed to establish and to descend to the most minute directions, if it shall be deemed advisable; and that to whatever extent ground shall be covered by those directions, the exercise of State power is excluded. Congress may establish police regulations as well as the States, confining their operation to the subjects over which it is given control by the Constitution." (Cooley's Constitutional Limitations, pages 722, 723.) To the extent that Congress does act upon the subjects within the Constitution, its authority is paramount. In some of the cases it is said to be exclusive. The distinction established by the authorities is that it is only exclusive where the intention of Congress is shown that it shall be so, or when it is necessary to be so to carry out the national will or preserve the functions and powers of the National Government. In all other cases there may exist and be enforced, at the same time and upon the same subject, both State and national laws. In so far as there is any conflict, the latter prevail.

Quarantine laws are authorized as a part of the powers derived under the commerce clause of the Constitution, which is held to consist in intercourse and traffic, and includes navigation, transportation and transit of persons and property as well as the purchase, sale, and exchange of commodities. (*Morgan vs. Louisiana*, 118 U. S., 455; *Mobile County vs. Kimball*, 102 U. S., 69; *The Passenger Cases*, 7 How.; *Gibbons vs. Ogden*, 9 Wheat., 1.)

The undoubted right of both the State and national governments to legislate upon this subject being established, as well as the supremacy of the Federal authority in case of conflict, it remains to examine the existing legislation upon the subject.

From an early period (1799), R. S., 4792, *et seq.*, Congress has adopted the State laws upon the subject of quarantine.

Section 4792 is as follows:

"The quarantines and other restraints established by the health laws of any State respecting any vessels arriving in, or bound to, any port or district thereof shall be duly observed by the officers of the customs revenue of the United States, by the masters and crews of the several revenue cutters, and by the military officers commanding in any fort or station upon the sea coast, and all such officers of the United States

shall faithfully aid in the execution of such quarantines and health laws according to their respective powers and within their respective precincts, and as they shall be directed, from time to time, by the Secretary of the Treasury. But nothing in this title shall enable any State to collect a duty of tonnage or impost without the consent of Congress."

Section 4793 provides for the discharge of the cargo of a vessel in quarantine "whenever by the health laws of any State or by regulations made pursuant thereto any vessel arriving within a collection district of such State is prohibited from coming to the port of entry or delivery by law established for such district, and such health laws require or permit the cargo to be unladen at some other place within or near to such district," etc.

Section 4794 provides for the purchase or erection of quarantine warehouses.

Section 4795 provides for the deposit of goods in such warehouses.

Section 4796 is as follows:

"The Secretary of the Treasury is authorized, whenever a conformity to such quarantines and health laws requires it, and in respect to vessels subject thereto, to prolong the terms limited for the entry of the same, and the report or entry of the cargoes, and to vary or dispense with any other regulations applicable to such reports or entries. No part of the cargo of any vessel shall, however, in any case be taken out or unladen therefrom otherwise than is allowed by law, or according to the regulations hereinafter established."

This law was supplemented by the act of April 29, 1878 (20 Stats., 37), which is yet in force. I quote entire act:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no vessel or vehicle coming from any foreign port or country where any contagious or infectious disease may exist, and no vessel or vehicle conveying any person or persons, merchandise, or animals affected with any infectious or contagious disease, shall enter any port of the United States or pass the boundary line between the United States and any foreign country contrary to the quarantine laws of any one of said United States into or through the jurisdiction of which said vessel or vehicles may pass, or to which it is destined, or except in the manner and subject to the regulations to be prescribed as hereinafter provided.

"SEC. 2. That whenever any infectious or contagious disease shall appear in any foreign port or country, and whenever any vessel shall leave any infected foreign port, or, having on board goods or passengers coming from any place or district infected with cholera or yellow fever, shall leave any foreign port, bound for any port in the United States, the consular officer or other representative of the United States at or nearest such foreign port shall immediately give information thereof to the Supervising Surgeon-General of the Marine-Hospital Service, and shall report to him the name, the date of departure, and the port of destination of such vessel, and shall also make the same report to the health officer of the port of destination in the United States; and the consular officers of the United States shall make weekly reports to him of the sanitary condition of the ports at which they are respectively stationed; and the said Surgeon-General of the Marine-Hospital Service shall, under the direction of the Secretary of the Treasury, be charged with the execution of the provisions of this act,

and shall frame all needful rules and regulations for that purpose, which rules and regulations shall be subject to the approval of the President, but such rules and regulations shall not conflict with or impair any sanitary or quarantine laws or regulations of any State or municipal authorities now existing or which may hereafter be enacted.

"SEC. 3. That it shall be the duty of the medical officers of the Marine-Hospital Service and of customs-officers to aid in the enforcement of the national quarantine rules and regulations established under the preceding section; but no additional compensation shall be allowed said officers by reason of such services as they may be required to perform under this act, except actual and necessary traveling expenses.

"SEC. 4. That the Surgeon-General of the Marine-Hospital Service shall, upon receipt of information of the departure of any vessel, goods, or passengers from infected places to any port in the United States, immediately notify the proper State or municipal and United States officer or officers at the threatened port of destination of the vessel, and shall prepare and transmit to the medical officers of the Marine-Hospital Service, to collectors of customs, and to the State and municipal health authorities in the United States, weekly abstracts of the consular sanitary reports and other pertinent information received by him.

"SEC. 5. That wherever, at any port of the United States, any State or municipal quarantine system may now, or may hereafter exist, the officers or agents of such system shall, upon the application of the respective State or municipal authorities, be authorized and empowered to act as officers or agents of the national quarantine system, and shall be clothed with all the powers of United States officers for quarantine purposes, but shall receive no pay or emoluments from the United States. At all other ports where, in the opinion of the Secretary of the Treasury, it shall be deemed necessary to establish quarantine, the medical officers or other agents of the Marine-Hospital Service shall perform such duties in the enforcement of the quarantine rules and regulations as may be assigned them by the Surgeon-General of that service under this act: *Provided*, That there shall be no interference in any manner with any quarantine laws or regulations as they now exist or may hereafter be adopted under State laws.

"SEC. 6. That all acts or parts of acts inconsistent with this act be, and the same are hereby, repealed.

"Approved, April 29, 1878."

In my opinion there is nothing in the act of 1799 inconsistent with this act, except that different persons are charged with its enforcement, and therefore both, with the modification noted, are in force and constitute, with such regulations as are or may be prescribed thereunder, the national law upon that subject.

The intent to aid in the enforcement of the State laws upon the subject is manifest, or in the language of the act, "There shall be no interference in any manner with any quarantine laws or regulations as they now exist or may hereafter be adopted under State laws." Both shall work to the same end, the keeping away from our homes and people contagion and pestilence; and in the same spirit the State officers may become clothed with the national power and "authorized and empowered to act as officers and agents of the national quarantine system," etc.

While this is true, does it follow that nothing can be done except



what is authorized by the State law? I think not. The only limitation is that the Federal regulations must not interfere with the State laws. For instance, the quarantine laws for the harbors and port of New York, as established by the State, do not prescribe any quarantine period. That is left to the health officer. Suppose the period named by him is deemed too short. It is, in my opinion, clearly competent, under the acts of Congress above quoted, to prescribe a longer period both for persons and cargo, the regulations carefully providing that the Federal jurisdiction should attach upon the expiration of State action.

The contrary of this proposition is not to be supposed.

A State might be without the machinery to enforce a safe quarantine. Its officer might, through mistaken opinions or corrupt motives, fail in his duty. It is not to be tolerated that an entire people possessing a government endowed with the powers I have enumerated should be exposed to the scourge of contagion and pestilence through such causes.

Paraphrasing the language of the court *In re. Neagle*, 135 U. S., p. 59, it may be safely asserted that any obligation fairly and properly inferable from the Constitution, or any duty of any officer to be derived from the general scope of his duties under the laws of the United States, is a law of the United States; and it would be a great reproach to the system of government of the United States, declared to be within its sphere sovereign and supreme, if there is to be found within the domain of its powers no means of protecting the people from contagion and pestilence brought from foreign shores. Nor can Congress be said to have failed to exercise its right to so provide for the protection of our people. In establishing "the national quarantine system," as it is denominated in the act of 1878, and conferring upon certain officers power "to frame all needful rules and regulations for that purpose," which rules when approved by you have all the force of law, an intention is shown to vest here a wide discretion. The only limitation is that such regulations shall not conflict with or impair any sanitary or quarantine regulations of the State or municipal authorities.

In measuring the effect of this limitation it must not be forgotten that the State laws and regulations are in the nature of restrictions, and not in the nature of grants of authority to either immigrants or transportation companies. The authority of immigrants to come, and of transportation companies to bring such immigrants, is not derived from the State statutes or regulations. The State, by its statutes and regulations, in the exercise of its police powers, simply provides that immigrants shall not come in except after compliance with such laws and regulations. The State does not provide, and has no power to provide, as against Federal laws and regulations, that upon such compliance such ships and immigrants shall come in. Hence, consistently with the State laws and regulations, it is entirely competent for Federal regulations to impose additional restrictions; and hence, also, the imposition of an additional period of quarantine, or the total exclusion of all "vessels or vehicles coming from any foreign port or country where any contagious disease may exist," or "vessels or vehicles conveying any person or persons, merchandise or animals affected with any infectious or contagious disease," from "any port of the United States," is within the powers conferred upon the officers named in your inquiry acting with your approval.

Very respectfully,

Approved:

W. H. H. MILLER, *Attorney-General.*

CHARLES H. ALDRICH,

*Solicitor-General.*

*Circular.—To prevent the entrance of infected vessels, or vessels from infected ports, entering smaller ports of the United States where quarantine restraints are insufficient.*

TREASURY DEPARTMENT,  
Office Supervising Surgeon-General M.-H. S.,  
Washington, D. C., September 19, 1892.

*To collectors of customs, medical officers of the Marine-Hospital Service, and State and local health officers, and others whom it may concern :*

It having been shown that, by reason of stringent quarantine restraints at the larger ports upon theseaboards, infected vessels, or vessels from infected ports, either belonging to regular lines or known as "tramps," may seek entry at smaller ports where quarantine restraints are insufficient, it is hereby ordered that collectors of customs at smaller ports on the seaboard and at ports where local law or financial provision is insufficient, shall maintain unusual watchfulness with regard to said vessels, and impose the necessary quarantine restraints upon the same, reporting in each instance to the Marine-Hospital Bureau.

Collectors at the above-mentioned ports, after consultation with the local health authorities, will report to the Supervising Surgeon-General of the Marine-Hospital Service regarding such assistance as may be required to insure thorough inspection and disinfection of said vessels prior to entry, with recommendation of appointment, if need be, of a properly qualified medical inspector.

WALTER WYMAN,  
Supervising Surgeon-General M.-H. S.

Approved :  
CHARLES FOSTER,  
Secretary.

*Bags for carrying grain must be disinfected.*

WASHINGTON, D. C., September 17, 1892.

SIR: I have the honor to request that the United States consuls at Bremen be instructed to inform all steamship lines that bags used in carrying grain, etc., from America to Germany, and which are to be returned again, must be disinfected by steam before shipment to this country.

Very respectfully,

CHARLES FOSTER,  
Secretary.

The Hon. THE SECRETARY OF STATE,  
Washington, D. C.

*U. S. consuls at Halifax and St. Johns to report arrivals of European emigrants to U. S. sanitary inspector at Vanceboro, Me.*

WASHINGTON, D. C., September 19, 1892.

SIR: I have the honor to request that the United States consuls at Halifax and St. Johns, New Brunswick, be requested to report to the U. S. sanitary inspector, N. F. Porter, at Vanceboro, Me., the arrival

of all European emigrants arriving at those ports who are in transit to the United States for Canada by the Canadian Pacific Railroad through Maine.

Very respectfully,

CHARLES FOSTER,  
*Secretary.*

The Hon. THE SECRETARY OF STATE,  
*Washington, D. C.*

SPECIAL REPORTS.

*Report of inspection of stations on the Canadian frontier.*

Surgeon Henry W. Sawtelle, M.-H. S., reports as follows :

BOSTON, MASS., September 17, 1892.

In compliance with your telegraphic order of the 5th instant, directing me to proceed immediately and inspect quarantine stations at Beeches Falls, Island Pond, Newport, Richford, and Saint Albans, Vermont, Rouse's Point, Moors Junction, Fort Covington, Ogdensburg, and Morristown, New York, also to visit Montreal and confer with the health authorities there, I have the honor to submit the following résumé confirming my telegraphic reports from the various stations:

The stations were visited in regular order, and medical inspectors were found on duty at the different points, sufficient for effective work with the exception of Island Pond, Vt., and Morristown, N. Y. At the former place, owing to the number of trains, it was physically impossible for one man to meet and examine all of them. I therefore nominated by telegraph Dr. John H. Linehan, of Vermont, as an additional temporary inspector, and directed him to commence work the following morning (September 8). At Morristown no medical inspector had been selected. The medical supervision of boats at that point is as necessary as at Ogdensburg. I therefore nominated by telegram Dr. William E. Whitford, of New York, as medical inspector with compensation of \$4 per day, and directed him to commence the inspection of boats at once, after furnishing him with copies of circulars and giving necessary instructions as to his duty in coöperating with the local health authorities. The medical inspectors on duty in connection with the examination of trains and boats, immigrants, passengers, and baggage on the Canadian frontier from Beeches Falls, Vt., to Morristown, N. Y., are competent physicians who are fully informed as to their duties in connection with the matter of disinfection and their relations to the local health boards and customs officers. All were found active and determined to use every precaution to prevent the introduction of cholera into the United States from Canadian territory. These inspections are made as far as practicable on the border line. The railroad officials and local boards of health will make suitable provision for disinfecting purposes when required, at their own expense.

In addition to the stations specified in your order I desire to call your attention to the fact that at Waddington, Lisbon, Louisville Landing, and Massina Center, N. Y., small ferries ply the St. Lawrence and carry passengers and general merchandise to and from Canada. I learned that a custom officer is stationed at each point; but in

case of a general outbreak of infectious disease it would be necessary to have medical inspectors to guard these avenues of travel. For the present I recommend that the customs officers referred to be instructed particularly to look sharply after passengers and baggage, and in case infection is suspected refuse persons or baggage to land, and communicate facts to collector of customs or nearest medical inspector.

At Montreal I had a pleasant interview with the president and secretary of the health board of the province of Quebec. From these gentlemen I learned that the board had made the following recommendations, regulations, etc., in view of the situation, namely:

1. To the Dominion Government as to the necessity of having Grosse Isle quarantine ready to cope with any emergency.

2. Requested Dominion Government to appoint a port physician for Quebec and one for Montreal.

3. Recommend Federal authorities to enforce eight days' detention of vessels from the infected ports even if no cholera aboard and twenty days' detention after disinfection when cholera aboard.

4. Requested that quarantine officer transmit to our board complete list of passengers of infected vessels, showing their destination, before released from quarantine.

5. Recommended to Federal Government that immigration be suspended until cholera is controlled in Europe, and to extend prohibition on rags to all European, Asiatic, and African ports.

6. Requested and obtained all latitude from provincial government, and a proclamation putting in force special clauses regarding epidemics, ready to be issued when required.

7. Issued special instructions to sea ports to be in readiness, as they would be the first reached if cholera comes via St. Lawrence, and not via United States.

8. Circulars of instructions to municipalities and pamphlets issued, one preliminary, and one giving immediate instructions to families.

The St. Lawrence River being the only channel of communication with Europe, and the Grosse Isle quarantine station being insufficient to meet the emergency, the provincial government took extraordinary measures to prevent the cholera from gaining a foothold in Canada. A proclamation was issued on the 7th of September, 1892, declaring that—

“Until otherwise ordered it is forbidden to bring in by water or by land emigrants or emigrants' effects within the province of Quebec.

“It is forbidden for any vessel coming from an infected port or reported to be infected with cholera to touch at any point in the province of Quebec or disembark anything whatsoever, passengers, crew, or merchandise.

“It is forbidden for any vessel having had on board during the voyage one or more cases of cholera to touch at any point in the province of Quebec or disembark anything whatsoever, passengers, crew, or merchandise.

“It is the duty of municipal councils in the province of Quebec to have the above regulations respected and executed.”

It appears that the provincial authorities exceeded their legal constitutional powers, and I noticed that there was some apprehension that the Dominion Government might overrule or modify the law promulgated by the provincial board of health officials. But the steamship companies and railroad managers, acting in the interest of the



common weal, made but little if any opposition to the strict measures inaugurated, and inspectors were appointed to enforce the law. The regulations stand, the Dominion Government not having interfered in the matter. In view of the strict regulations in force, and from the further fact that Canada is not an infected country, I reported by wire in reply to your telegram that the bonding of passengers' baggage in Canada by customs officers should not be discontinued at present, but recommended that the inspector of immigration from the Burlington district be instructed to report from time to time if the regulations were carried out. However, should Canada become infected I think the bonding of baggage should be abolished. The managers of the Grand Trunk and Canadian Pacific railroads appeared to be anxious to co-operate, and agreed to convey all passengers arriving in Canada by steamer, with their baggage, in separate cars, to which no other passengers will have access.

As a result of the prompt action of the Canadian authorities, and the interest manifested by men of affairs and the people generally, immigration from Europe through Canada has ceased, and there appears to be no attempt to evade the law by smuggling them through as second-cabin passengers.

Referring to the inspection of stations during my tour, I ascertained that a physician had been employed at Malone, N. Y., to inspect the incoming trains from Montreal over the St. Lawrence and Adirondacks, and accordingly stopped over and gave necessary instructions to the inspector.

To the SUPERVISING SURGEON-GENERAL, M.-H. S.

*Inspection service on the Canadian frontier.*

Surgeon Geo. W. Stoner, M.-H. S., reports as follows:

SAULT STE. MARIE, September 12, 1892.

SIR: Referring to my telegraphic report of yesterday, I beg leave to state that only 8 immigrants arrived yesterday at the Canadian "Soo," instead of a full carload as was expected, and that they came from New York, and after inspection were allowed by the medical inspector at this point to proceed to their destination in the States. But to-day's train brought in 32 from Quebec, and although apparently in good health and bearing certificates (copies herewith inclosed) of thorough disinfection at Grosse Isle and Montreal, the immigrant car was immediately detached from the train at the Canadian "Soo," the baggage transferred to a box car, hung up on ropes and spread about the car and thoroughly steamed. The car in which the immigrants arrived was fumigated with burning sulphur, and the immigrants detained, making now in all 59 on the Canadian side of the river. The certificates of disinfection referred to indicate that effort is being made to improve the quarantine at Grosse Isle and Quebec, and inquiry amongst the immigrants themselves to-day confirms this view.

[Inclosure No. 1.]

DOMINION OF CANADA, ST. LAWRENCE QUARANTINE SERVICE,  
Office of Medical Superintendent,  
Grosse Isle, September 9, 1892.

The intermediate and steerage passengers of the steamship *Lake Nepigon* are hereby released from quarantine and permitted to proceed.

All Continental baggage has been unpacked and either boiled or sterilized in the steam cylinder, and the trunks, boxes, baskets, etc., drenched with mercuric chloride solution.

MONTAZAMBERT, M. D.,  
*Medical Superintendent.*

[Inclosure No. 2.]

QUEBEC, September 10, 1892.

I hereby certify that 27 passengers by steamship *Nepigon*, proceeding to the United States via Sault Ste. Marie, have, according to instructions received from Canadian Pacific Railway Company, been thoroughly disinfected under my own personal supervision. Each individual has received a bath in a 5-per-cent. solution of carbolic acid, their baggage unpacked, and it, with their boxes, baskets, etc., exposed to a temperature of 230° Fahrenheit for a period of thirty minutes.

This in addition to the treatment these people were subjected to at the quarantine station at Grosse Isle, as per certificate attached.

COLIS LEWELL,  
*Medical Examiner.*

PORT OF SAULT STE. MARIE,  
September 14, 1892.

Referring to previous correspondence, I beg leave to report that the representatives of the Michigan State board of health, Doctors Hazelwood and Wells, arrived here yesterday. Doctor Vaughn, the other member of the committee, was called away before they arrived at this place. The inspection, means of disinfection, etc., were explained to them yesterday, and Mr. Wells was present to-day when we inspected a carload of immigrants.

There are now 68 detained on the Canadian side, and although the same *good* certificate of disinfection, etc., at Grosse Isle and Montreal was presented by the conductor on the arrival of the train to-day, the immigrants were detained as heretofore, and the baggage put through the steaming process, the steam being forced into the box car through a large hose and iron pipes connected with the boiler or engine of the water tank in the railroad yard.

I attended the meeting of the local board and the committee of State board of health at the mayor's office yesterday afternoon and again this morning. The committee are of opinion that a duty of highest importance at this place (the Michigan Soo) has not yet been attended to, and they have accordingly recommended to the city officials that, in addition to the good work already inaugurated, they likewise undertake the duty of securing a building properly located, to be used as a hospital in case of an outbreak of cholera. "The expense," they say, "need not be great, and no city of the importance of Sault Ste. Marie should be without such a building." They also recommend a vigorous prosecution of the work of placing the city in a proper sanitary condition, and suggest as an important step to this end "an efficient city health officer, whose entire time, or a large portion of it, should be employed in rendering the city as nearly proof against infection as possible."

As regards the "twenty-day quarantine" for immigrants coming through Canadian ports, or more especially for those now detained at the Canadian Soo, and in view of their apparently good condition, the quarantine will probably be raised by the State board in the course of a few days, provided the international committee agree to accept present certificates from Quebec quarantine, so that the inspector here can exercise his own judgment largely, and act on his own discretion, the same as he does for immigrants coming via New York. This committee will, however, if necessary, recommend the appointment of another inspector by the State board; and in order to secure fullest coöperation of local, State, and United States officials, also desire to designate the United States inspector a *State* inspector.

The Canadian Pacific Railroad has finally agreed to assist in taking care of the immigrants detained at this point, but decline to do so longer than for a period of two or three days, or until the Michigan State board of health shall have taken action relative to raising quarantine.

Thus far everything has gone on all right, but the moment a case of cholera breaks out, or any similar affection, the conditions will be greatly changed, and more inspectors and employes of different kinds will be required, for cholera at the Canadian Soo means practically cholera in Michigan.

*Inspection service at Sault Ste. Marie, Mich.*

Acting Assistant Surgeon H. R. Floyd, M. H. S., reports as follows:

SAULT STE. MARIE, MICH., *September 11, 1892.*

I have the honor to report for your information that on the 7th instant 47 immigrants on C. P. R. R., who landed at the port of Quebec from steamer *Circassia*, arrived at the Canada Sault, and were there detained and their baggage disinfected by steaming for one hour in a close box car, all their boxes and bags, bundles, etc., being freely opened and the contents spread upon lines so as to be fully exposed to the steam at a pressure of 30 pounds. They were allowed to proceed upon their journey upon the 9th instant, all being in a condition of perfect health.

I further beg to report that 24 immigrants arrived on the 9th instant from Quebec on C. P. R. R. from steamer *Sarnia*. Their baggage was also steamed as above. Surgeon Stoner, of Detroit, is here, and has rendered me much assistance and advice. He has also succeeded in arousing the city board of health to a little activity. The State board has ordered a quarantine of twenty days, commencing on the 9th of September, 1892. A certificate of disinfection was forwarded with this last lot, but from the statements of the immigrants it was of no value, as they said it only consisted in spreading their clothes upon the ground for some hours to air; so, in accordance with orders of State board, they will be detained twenty days. The condition of these immigrants is pitiable. They are simply housed in a third-class car, with no means of getting a warm meal, the local authorities furnishing them with a meager allowance of bread, cheese, and tea. An old box stove has also been loaned them to boil a little water. Some of their tickets have been taken up by the company, making Sault Ste. Marie, Ontario, their destination instead of the United States. In this case we lose control of them, as they apparently are trying to come into the United States.

## SAULT STE. MARIE, September 14, 1892.

I beg to report that the immigrants who arrived here on the 9th instant from the steamer *Sarnia* are still detained on the Canada side. Five of them have given up their tickets for the unexpired portion of their route, receiving the money for that, and are locating in Canada for the present. Thirty more arrived on the 11th instant, and were detained and their baggage, etc., steamed, as with previous lots reported. These came by steamer *Nepigon*.

Fourteen more arrived to-day, having landed from steamer *Labrador*, and also have been steamed. The cars in which these three lots arrived have been thoroughly fumigated by burning sulphur.

I would also state that the last two lots bring pratique certificates from Montreal and Quebec, and present every evidence of disinfection.

*Inspection service at Suspension Bridge, N. Y.*

Sanitary Inspector Chas. A. Ring, M.-H. S., reports as follows :

## SUSPENSION BRIDGE, N. Y., September 16, 1892.

Each train of the Grand Trunk, New York, Lake Erie and Western, and Michigan Central is inspected before entering this port. Careful inquiries are also made of the conductors in charge. I have issued orders to the Grand Trunk and Michigan Central that no immigrant from or passing through any infected port or country is to be brought into this port.

There is a division of day and night work between Dr. Williams, sanitary inspector, health department, Buffalo, N. Y., and myself.

There is no local inspector for Niagara City, nor for the State.

I have had every facility, coöperation, and courtesy from Collector Low, of this port, and from the officers and agents of the railroads.

*Inspection service at St. Clair, Mich.*

## ST. CLAIR, MICH., September 9, 1892.

SIR: Referring to inclosed letter, I will say that orders have been given the ferry lines of this port not to allow any immigrants or other persons recently arrived from any infected countries to get on board such ferryboats unless provided with health officer's certificate. The medical inspector, Dr. W. H. Smith, at this port and myself meet the through trains from Buffalo across the St. Clair River at Courtright, and inspect passengers before they are brought into the port by ferry.

Respectfully yours,

H. M. HARRINGTON,  
*Deputy Collector.*

To the SUPERVISING SURGEON-GENERAL M.-H. S.

*Inspection service at Richford, Vt.*

Sanitary Inspector J. H. Hamilton, M.-H. S., reports as follows :

## RICHFORD, VT., September 14, 1892.

One car merchandise from Hamburg arrived at this port from Montreal via Canadian Pacific Railway. This car was held for certificates, and the inclosed telegraphic correspondence related thereto.



As no certificate of disinfection was produced, goods were fumigated at Richford with sulphur dioxide.

*Gulf Quarantine—Arrival of infected steamship May.*

Passed Assistant Surgeon G. M. Guitéras, M.-H. S., reports as follows :

GULF QUARANTINE, *September 10, 1892.*

I have the honor to report the arrival this day of the British steamship *May*, in water ballast, from Vera Cruz and Coatzacoalcas, bound for Mobile, from which latter port she was sent to this station.

En route she developed six cases of fever, two of which terminated fatally, one at Coatzacoalcas, the other two hours after leaving that port.

On arrival here four of the crew were found suffering from yellow fever, and were immediately removed to the lazaretto.

Two of them are convalescing, and will be able to be up in a few days; the remaining two are doing well.

The sanitary condition of the *May* is bad, dirt and filth abounding everywhere except in its cabin. She will undergo extraordinary disinfection, and her crew be held under close observation.

*South Atlantic Quarantine—Arrival of German bark Catalina.*

Passed Assistant Surgeon A. H. Glennan, M.-H. S., reports as follows :

SOUTH ATLANTIC QUARANTINE, *September 10, 1892.*

I have to report the arrival of the German bark *Catalina*, seventy-three days from Rio via Barbadoes, in stone ballast, to Tybee, for orders.

This vessel is in a fairly clean condition, and does not appear to have had any sickness in port of departure or during the trip. She will be unballasted and disinfected.

*Resolution requesting information as to the treatment of vessels at Delaware Breakwater Quarantine.*

HEALTH OFFICE, *Philadelphia, September 12, 1892.*

SIR: I am directed by the board of health to transmit to you the following copy of resolution passed this day.

Respectfully yours, etc.,

WM. P. TROTH,  
*Chief Clerk.*

"Resolved, That the Supervising Surgeon-General of the Marine-Hospital Service be requested to direct that when a vessel is discharged from quarantine at the Breakwater a certificate be forwarded to the board of health by the proper medical officer showing the number of days the vessel was detained, the measures of disinfection employed, and such other information respecting the sanitary treatment of vessels and passengers, etc., as will enable the board of health to act advisedly."

TO WALTER WYMAN, *Supervising Surgeon-General.*

*Request for additional precautions at Delaware Breakwater Quarantine.*

BOARD OF HEALTH,  
Philadelphia, September 9, 1892.

DEAR SIR: I am directed by the board of health to transmit to you the following copy of preamble and resolution passed this date.

Yours respectfully,

WM. P. TROTH,  
Chief Clerk.

"Whereas, In the opinion of this board of health the value of detention at the Breakwater Quarantine Station for the purpose of observation of suspected ships' inhabitants as a means of protecting the port and city of Philadelphia against the introduction of infectious material already within the person of the suspect, but not yet fully incubated, is in direct ratio to the thoroughness and constancy of observation of each individual detained:

"Resolved, That this board request the Supervising Surgeon-General of the Marine Hospital Service to so increase the corps at the Breakwater Quarantine Station as to enable the surgeon in charge there to place on board each suspected steamer and keep there during the whole period of detention at least two watchmen and a hospital steward or nurse, in order that the quarantine officers there may, through their own subordinates constantly on board, be placed in possession of full and reliable information concerning the presence or absence of diarrhea among the ship's inhabitants."

To WALTER WYMAN, M. D.,

Supervising Surgeon-General U. S. Marine-Hospital Service,  
Washington, D. C.

*Baltimore health officers will coöperate with the Marine-Hospital Service.*

MAYOR'S OFFICE,  
Baltimore, September 13, 1892.

DEAR SIR: I have had your letter of September 10 handed to me by our most efficient health officer, Dr. McShane. I have requested him to coöperate with you in every way in enforcing a proper quarantine at the Capes, assuring you in the meantime that our own quarantine officers are exercising every precaution to prevent any infectious or contagious disease being brought into our city.

Yours, very truly,

FERDINAND LATROBE,  
Mayor.

To WALTER WYMAN, M. D.,

Supervising Surgeon-General Marine-Hospital Service.

*Sanitary precautions in Texas.*

QUARANTINE DEPARTMENT OF TEXAS,  
Austin, Tex., September 10, 1892.

DEAR DOCTOR: You are doubtless aware that there is no State board of health in Texas, consequently there are no mortuary reports issued.

as in some other States. The public health department of Texas is organized on a different, and, I believe, a unique basis. It consists of a quarantine department and a department of internal sanitation, both of which are administered by a State health officer, who is *ex officio* surgeon-general of the State militia.

I have the honor to inform you that this department is fully alive to the importance of prompt and efficient action, in view of the fact that cholera is now at our doors and yellow fever is threatening us from several directions. Preparations have been made for instant action should inter state quarantine become necessary, and at all seaports we are in position to meet emergencies, with the exception of fumigation at some points. In this connection I beg to acknowledge your kind offer of assistance conveyed in your telegram, directing, should a cholera-infected ship arrive at any Texas port, to send her to Chandeleur Station.

Inclosed I send you a circular letter in the interest of internal sanitation, which has been issued to all local health officers—and there is a county health officer in most counties and a city physician in most towns, all under the instructions of the State health officer and co-operating with this department. This letter has also been published in most of the county newspapers.

This department will be pleased to receive any information affecting the interest of the public health in Texas at any time you may be pleased to communicate with us, and any suggestion looking to the better protection of our people from the impending danger. We will be pleased to reciprocate courtesies, and glad to give you any information of what is being done at this end of the line.

With kind regards, I am, sir, very truly yours,

R. M. SWEARINGEN,  
*State Health Officer.*

To Dr. WALTER WYMAN,  
*Supervising Surgeon-General Marine-Hospital Service,  
Washington, D. C.*

*A report of the medical advisory committee of the Chamber of Commerce of New York on certain points relating to quarantine detention of passengers and the disinfection of passengers' baggage, merchandise, and infected ships.*

The medical advisory committee of the Chamber of Commerce has the honor to submit the following statements of opinion regarding the *quarantine detention* of passengers and the *disinfection* of passengers' baggage, merchandise, and infected ships:

Your committee has called in council in its deliberation on these matters Walter Wyman, M. D., Supervising Surgeon-General of the United States Marine-Hospital Service, who was, however, unable to be present, but was officially represented in our conference by Passed Assistant Surgeon J. J. Kinyoun, Marine-Hospital Service. Dr. Kinyoun's presence had been independently solicited by your committee on account of his scientific attainments, his experience in sanitary affairs, and his special knowledge of modern maritime quarantine management and the modern methods of disinfection of ships and their cargoes.

We have further summoned to our conference Dr. A. E. Shake-

speare, health officer of the port of Philadelphia, whose large personal knowledge of the problems before us, many of which were touched upon in his recent report as special commissioner of the United States on the cholera in Europe and India, rendering his counsel most desirable.

We have further profited in our conference by the opinion of Dr. George M. Sternberg, lieutenant-colonel and surgeon, U. S. A.

At our informal consultation with the gentlemen just mentioned on Friday, September 16, Dr. W. T. Jenkins, health officer of the port of New York, was present, and shared in the discussion.

We were unfortunately unable to avail ourselves of the counsel of Prof. Wm. H. Welch, of the Johns Hopkins University, whose presence was solicited, but who was unable to join us.

While we have thus availed ourselves of the invaluable counsel of the gentlemen who met with us on Friday, and while we believe that our conclusions are in accord with their views, so far as we have been able to obtain them, we wish to state explicitly that for the opinions and conclusions embodied in this report your committee, and not these gentlemen, are responsible.

It should be distinctly understood that, in formulating the opinions contained in this report, we have limited the scope of our consultation entirely to Asiatic cholera and to the circumstances of the present epidemic.

We report here only the conditions under which the germs of this disease are liable to enter our country in transatlantic ships and certain of the measures which seem to us necessary to prevent their access. The control of other infectious diseases offers distinct problems in each case.

The opinions which we have formed rest primarily upon this consideration: That under ordinary conditions there is little liability to the introduction of the germs of Asiatic cholera either through the mails or through ships' cargoes. It is, on the other hand, through the ships' inhabitants and their personal effects that the contagium of this disease is most liable to enter.

#### MERCHANDISE AND MAILS.

In view of the fact just stated, we concur in the general conclusion adopted by the Technical Commission of the International Sanitary Conference at Rome in 1885, namely, that disinfection of merchandise and of the mails is unnecessary.

This general statement, however, must, we believe, be qualified when the merchandise is known to have been prepared for shipment in infected places, has been shipped from infected ports, or has been brought on ships in which cholera has occurred during the voyage. Under either of these conditions it is our opinion that measures of disinfection should be practiced. The nature of these measures will depend upon the nature of the cargo, its form of packing, and the circumstances under which it has been placed before or during the voyage. We do not think that general merchandise prepared and packed in uninfected places, in boxes or barrels, or closed packages, and which has been shipped at infected ports or brought on infected ships, would need other than such an exterior disinfection as could be practiced on the ship or during the unloading without injury to the goods.



We believe that the necessity for such exterior disinfection of boxes, barrels, and closed packages arises mainly under conditions like those in Hamburg where the epidemic was severe in the dock regions and the possibility of exterior soiling with infectious material evident. These considerations apply equally to mail sacks.

We believe that merchandise in bales presents greater possibility of contamination from its handling by infected dock hands, stevedores, or ships' crews at infected ports or on infected vessels than when packed in boxes, and should therefore be subjected to more rigorous inspection and disinfection process than if it were closely inclosed.

We are assured by our advisers that hides can be disinfected without injury.

A thorough, prolonged, intelligent exposure of rags to live steam or prolonged boiling are the only methods known to us by which they may be rendered absolutely safe.

We furthermore are of the opinion that at present edibles which have either been prepared or packed in infected places should be refused entry altogether. It is also our opinion that in general edibles which have been shipped from infected ports or transported on infected vessels should be refused entry unless they have been packed in close cases or packages in such form as to preclude the possibility of exterior contamination.

We are, however, not prepared to say that means can not be devised by which certain edible merchandise—sugar, for example—which may possibly have been exposed to contamination, may not be rendered safe by specially planned methods of disinfection.

#### THE INHABITANTS OF INFECTED SHIPS AND THEIR EFFECTS.

We have in this report limited the term "infected ship" to such ships as may have had a case or cases of Asiatic cholera on board during the voyage. In view of the fact above stated, that the greatest danger of the introduction of the germ of Asiatic cholera by sea lies in the ship's inhabitants (passengers and crew) and their effects, we believe that on arrival in port of an infected ship, its passengers should be at once removed to a safe and comfortable place of detention, where they should be isolated in groups as small as practicable and held under observation.

We believe that under ordinary conditions the period of quarantine detention of healthy persons when removed, as they should be, at once, on their arrival in port from *all known or possible sources of infection* and properly placed, should be five days, in case no cholera occurs among them.

We believe that the baggage of cabin passengers arriving on infected ships should be the subject of most careful investigation as to its point of shipment, its degree of protection from the possibility of contamination while on board, and as to its condition on arrival, and that such manner of disinfection should be practiced as may seem necessary to the health officer in view of the facts in each particular case, special attention being paid to the baggage of those who may have taken ship at infected ports, or who have been recently staying in infected towns.

We believe that the personal clothing and baggage of the steerage passengers, among whom cholera has occurred during the voyage,

should be subjected during their detention to reliable processes of disinfection; and, furthermore, that the persons of such steerage passengers should be freed as fully as may be from all possibly infected clothing and effects before they are taken from the infected ships to the place of detention.

We hold the opinion that the detention of passengers of any class on infected ships for a moment longer than is absolutely necessary is unjustifiable.

We believe that the detention of passengers and the conditions of detention should be planned and maintained in accordance with modern views of quarantine, which not only look to but usually rendered possible the speedy release, if not of all the detained persons, at least of those isolated groups in which during detention no outbreak of cholera has occurred.

It is the opinion of your committee that it is the duty of quarantine health officers to fix upon some definite principle upon which the detention of passengers from an infected ship shall be based, and that the passengers should be immediately informed with such detail as their degree of intelligence may justify exactly what the purpose of detention is, and when, under favorable conditions, it may reasonably be expected to come to an end. We urge the importance of this matter not only on humanitarian but on obvious scientific grounds.

This committee is convinced from the personal observation of some of its members and from the history of the older quarantine methods, that it is possible under favorable conditions, by the employment of vigorous means of local disinfection on the ships combined with the immediate removal to a separate place of the dead and fresh victims of the cholera, and of those immediately associated with them, largely to control, and even ultimately to stamp out the disease without the removal of passengers from an infected ship.

But we believe, and wish to lay special stress upon this point, that the pursuit of this method usually if not invariably involves the sacrifice of human life, extreme and prolonged mental and physical suffering on the part of the passengers, and such an unnecessary detention of the infected ship as is seriously detrimental to the pecuniary interests of her owners.

Your committee recognizes the necessity of the temporary employment of this severe and costly method of quarantine when the provision of facilities for meeting in any adequate measure an emergency like the present one in New York has been wholly neglected. But when it is possible by the judicious and intelligent use of the facilities at the command of the health officer, or the facilities which in a great emergency may be furnished by an appeal to the resources and humanity of the authorities and the people to immediately remove all passengers from an infected ship and detain them in isolated groups for observation, any other course than this is, in the opinion of your committee, wholly unjustifiable.

We wish to remind your committee, and to suggest to those who are disposed to indulge in indiscriminate criticism of the management of the quarantine affairs at the port of New York, during the past few days, that the emergency has been one of almost unparalleled magnitude and the complication of circumstances of a most perplexing character.

## THE INFECTED SHIPS.

We believe that the disinfection of a ship in which during the voyage a case of Asiatic cholera has occurred, cannot be with certainty accomplished while its passengers are on board.

We hold the opinion that the attempt to disinfect a ship on which a case of Asiatic cholera has occurred, without the use of modern methods, and modern appliances, for this purpose, and under the direction of persons acquainted with their use, is not only liable to lead to uncertain results, but to such prolonged detention of the ship as is unjust to others.

We have in this report not attempted to lay down rules which will govern all cases, nor have we felt called upon to specify particular modes of disinfection. We have simply endeavored to answer in as brief a form as possible certain specific questions which have been put to us by the committee of the Chamber of Commerce or by others in view of our temporary relationship to that body as an advisory medical council.

STEPHEN SMITH, M. D.,  
*Chairman.*

A. JACOBI, M. D.  
E. G. JANEWAY, M. D.  
T. MITCHELL PRUDDEN, M. D.  
R. H. DERBY, M. D.  
HERMAN BIGGS, M. D.  
ALLEN McLANE HAMILTON, M. D.,  
*Secretary.*

*Typhus fever in North Dakota.*

Dr. Deveau, superintendent of public health of the State of North Dakota, has informed this Bureau verbally that there have been six cases of typhus fever in that State during the last four months among immigrants, four of them being from New York and two through the Canadian border, probably.

*Telegrams received.*

FT. MONROE, VA., September 14, 1892.

TO SURGEON-GENERAL U. S. MARINE-HOSPITAL SERVICE:

Steamer *Weimer* released. I hold her to be safe.

SURGEON CARTER.

SAVANNAH, GA., September 14, 1892.

TO WALTER WYMAN, Surgeon-General Marine-Hospital Service:

The board of health passed the following resolution to-day: "*Resolved*, That all steamers leaving New York hereafter will refuse all steerage passengers for Savannah. All cabin passengers must be thoroughly inspected, as well as the crew. All steamers must hereafter stop at this quarantine station for inspection by daylight. *Resolved further*, That no one of the crew must be shipped unless he shows evidence of not coming from an infected locality in New York City. This precaution must be also observed as to cabin passengers."

W. F. BRUNNER,  
*Health Officer.*

NEW YORK, September 17, 1892.

To WALTER WYMAN, *Marine-Hospital Service*:

No cases or suspected cases of cholera in this city since Thursday evening.

EMMONS CLARK,  
*Secretary Health Department.*

NEW YORK, September 18, 1892.

To WALTER WYMAN, *Surgeon-General Marine-Hospital Service*:

No deaths from cholera since September 13; no suspected cases at present.

EMMONS CLARK,  
*Secretary.*

NEW YORK, September 19, 1892.

To WALTER WYMAN, *Surgeon-General Marine-Hospital Service*:

No cases of cholera in this city since last bulletin.

EMMONS CLARK,  
*Secretary.*

NEW YORK, September 21, 1892.

To WALTER WYMAN, *Surgeon-General, Washington*:

No cases of cholera in this city since last bulletin.

EMMONS CLARK,  
*Secretary.*

NEW YORK, September 22, 1892.

To WALTER WYMAN, *Surgeon-General Marine-Hospital Service,*  
*Washington, D. C.:*

Bacteriological examination shows death of three September 19 from cholera. Weinhausen convalescing in hospital from same disease. No other cholera since September 13.

EMMONS CLARK,  
*Secretary.*

NEW YORK, September 23, 1892.

To WALTER WYMAN, *Surgeon-General Marine-Hospital,*  
*Washington, D. C.:*

No additional suspected cases of cholera in this city are verified as such by bacteriological examination. No new suspects.

EMMONS CLARK,  
*Secretary.*



PHILADELPHIA, PA., September 17, 1892.

To SURGEON-GENERAL WYMAN, Washington, D. C.:

Have inspected disinfecting vessel *Zamora* to-day. Expect to start her on Monday night for the Breakwater.

GEO. PURVIANCE,  
Surgeon, M.-H. S.

SAULT STE. MARIE, MICH., September 9, 1892.

To SURGEON-GENERAL MARINE-HOSPITAL SERVICE,  
Washington, D. C.:

Immigrants from steamship *Circassian* allowed to proceed to-day after steam disinfection of baggage. Soo board of health order twenty-day quarantine, beginning to-day, against immigrants from Montreal and Quebec. One carload here now from steamship *Saratnia*; all well, but baggage evidently not disinfected at Quebec. I will be ready to leave here to-night.

STONER,  
Surgeon, M.-H. S.

LEWES, DEL., September 15, 1892.

SURGEON-GENERAL WYMAN:

Concerning *Maryland*, sailed from London August 25; agent presents Marseilles consul certificate dated August 8. Referring to fumigation of 58 bales rags on steamer *Menel*, was performed July 26; agent states these rags afloat upon *Menel* until shipped on *Maryland*. No documentary evidence presented. Besides rags, cargo consists Gundes cattle and horsehair, wool, skins, waste paper, manilla fiber. Captain ignorant of points of collection. From certificates presented were shipped from Marseilles, Germany, and England. I consider hazardous to enter United States. Recommend sending back to port of loading. Agents ask if *Maryland* throws rags overboard seaward, can she proceed to Philadelphia immediately. Replied, not allowed. Concerning *British King* telegram, sent this afternoon, recommend immediate release to Lazaretto. Tank steamer *Prudentia*, from Rouen, no passengers, arrived September 11. Clean health bill; no sickness; pumped out and refilled sea water. Will fumigate, refill tanks, and release to Lazaretto Friday night. I await your orders.

DEVAN.

LEWES, DEL., September 15, 1892.

SURGEON-GENERAL WYMAN, Washington, D. C.:

Quarantined vessels awaiting your orders. Rag steamer *Fawcett*, Hamburg, August 18, fumigated 8th; rags, *Elive*, Hamburg, August 21, fumigated 13th; *Catania*, with beet sugar and wool, Hamburg, August 21, fumigated 12th; *Lucina*, beet sugar and personal effects, Hamburg, August 21, fumigated 14th; Tank *Prudentia*, Rouen, August 27, pumped out to be fumigated; rags. Steamer *Maryland*, London, August 25, fumigated to-morrow. *Handel*, in water ballast from Rotterdam, August 26, arrived yesterday; will be pumped, fumigated, and passed. *British King*, Swansea, tin, waste paper, arrived yesterday,

recommended to Lazaretto without treatment. *Pasteur* laid up for repairs; sea too rough for *Winona*. Chartered tug nearly all yesterday.

DEVAN,  
Passed Assistant Surgeon.

LEWES, DEL., September 17, 1892.

SURGEON-GENERAL WYMAN, Washington, D. C.:

Five steamers inspected; two passed to Lazaretto; one from Cuba to Boston. *Maryland* and *Catania* released to Lazaretto. Steamer *La Flandre*, water ballast, arrived, sent to sea, pumped and refilled, returned to quarantine. Commence fumigating to-morrow. To-day's arrivals, six in quarantine—*Lucina*, eight days; *Fawcett*, ten days; *Etive*, eight days—awaiting your orders. Work on barracks energetically pushed under personal supervision.

DEVAN,  
Passed Assistant Surgeon.

BREAKWATER, DEL., September 19, 1892.

SURGEON-GENERAL WYMAN, Washington, D. C.:

Seven steamers in quarantine. Dutch steamer *La Flandre* passed; British steamer *Whitby* fumigated, and will be passed to-morrow. Steamers *Earnford* and *Dunmore* arrived and passed. Steamer *British Prince*, twelve days from Liverpool, seventy crew, sixty-one second cabin passengers, all well, cargo wool, hair, sugar, and general merchandise, arrived to-day and detained.

ORR,  
P. A. Surgeon,  
Per DEVAN.

DELAWARE BREAKWATER, September 21, 1892.

SURGEON-GENERAL WYMAN, Washington, D. C.:

Six steamers in quarantine. British steamers *Lucina* and *Whitby* passed; Dutch steamer *Charlois* fumigated and passed. One steamer and two barks arrived and passed. American steamer *Pennsylvania* reported by telegram to-day. Tank steamer *Ocean*, sixteen days from Amsterdam, thirty-four crew, no passengers, water ballast, arrived and detained for fumigation. British steamer *Greatham* will be fumigated to-morrow. Fumigating vessel *Zamora* arrived to-day.

ORR,  
Acting Assistant Surgeon, M.-H. S.  
MONTREAL, CANADA, September 21, 1892.

To DR. WYMAN, Surgeon-General Marine-Hospital Service:

Emigrants often arrive in the province via American ports. Kindly inform me if sufficient precautions are taken respecting them to protect us.

E. PELLETIER,  
Secretary Central Board of Health.

To which the following reply was made:

WASHINGTON, September 21, 1892.

To DR. E. PELLETIER,

*Secretary Central Board of Health, Montreal, Canada :*

All immigrants coming through United States ports must pass a rigid quarantine, and the Government circulars require disinfection of their baggage, besides this, they are obliged to pass the personal inspection of regular officers of the Marine-Hospital Service connected with the Immigration Bureau, to insure that none are admitted who have any dangerous or loathsome disease, or whose physical condition might make them a public charge. It is believed that these precautions are effective.

WYMAN,  
*Surgeon-General.*

CAMP LOW, SANDY HOOK, N. J., September 22, 1892.

To WYMAN, *Surgeon-General :*

Have assumed command of United States quarantine station, Camp Low, relieving Surgeon Hamilton, and receipting for property.

HENRY W. SAWTELLE,  
*Surgeon.*

CAMP LOW, SANDY HOOK, N. J., September 23, 1892.

To SURGEON-GENERAL WYMAN :

Bulletin, Camp Low, Sandy Hook, September 23, 1892: Ten simple cases under treatment; four cases in hospital; only one cholera case in camp, convalescent; sanitary conditions much improved; slight rain.

SAWTELLE,  
*Surgeon, Marine-Hospital Service, Commandant.*

RIGA, RUSSIA, September 23, 1892.

To MARINE-HOSPITAL SERVICE, Washington:

Cholera.

BORNHOLDT,  
*Consul.*

VESSELS REMAINING, ARRIVING AT, AND DEPARTING FROM UNITED STATES QUARANTINE STATIONS.

## CAPE CHARLES QUARANTINE.

Week ended September 17, 1892.

Name of vessel.	Date of arrival.	Where from.	Destination.	Treatment of vessel and cargo.	Date of dep'ture.
British steamship Elsie .....	Sept. 13	Poti .....	Baltimore ...	Detained for disinfection and observation.	Sept. 14

Twenty-eight vessels inspected and passed.

## VESSELS REMAINING, ARRIVING AT, AND DEPARTING FROM UNITED STATES QUARANTINE STATIONS—Continued.

## DELAWARE BREAKWATER QUARANTINE.

Week ended September 10, 1892.

Name of vessel.	Date of arrival.	Where from.	Destination.	Treatment of vessel and cargo.	Date of dep'ture.
Br. steamship Kate Fawcett a.	Sept. 7	Hamburg....	Phila.....	Detained.....	
Br. steamship Loch Etive a....	Sept. 9	.....do.....	.....do.....	.....do.....	
German steamship Catania b.	Sept. 9	.....do.....	.....do.....	Fumigated.....	Sept. 17
British steamship Lucina c....	Sept. 9	.....do.....	.....do.....	Detained.....	
American steamship Ohio b....	Sept. 10	Liverpool....	.....do.....	Disinfected with steam.	Sept. 13
Norwegian bark Johanne.....	Sept. 11	Antigua.....	Waiting orders.	Inspected and passed.	Sept. 11
Br. steamship Fort William...	Sept. 11	Havana.....	Phila.....	Inspected and passed to lazaretto.	Sept. 11
British steamship Prudentia..	Sept. 11	Rouen.....	.....do.....	Fumigated.....	Sept. 16
British steamship Maryland..	Sept. 11	London.....	.....do.....	.....do.....	Sept. 17
British steamship Karoon.....	Sept. 11	Carthage.....	.....do.....	Inspected and passed to lazaretto.	Sept. 11
Norw. steamship Holgrim.....	Sept. 12	Port Antonio.	.....do.....	Inspected and passed.	Sept. 12
Am. bgtn. Chas. A. Sparks....	Sept. 12	Demerara....	.....do.....	.....do.....	Sept. 13
Am. bktn. William H. Dietz...	Sept. 13	Barbadoes..	Waiting orders.	.....do.....	Sept. 13
British steamship Handel.....	Sept. 13	Rotterdam..	.....do.....	Detained for observation.	Sept. 15
Norw. steamship Gurley.....	Sept. 13	Port Antonio.	Phila.....	Spoken.....	Sept. 13
Italian bark Dyngoria.....	Sept. 13	Oran, Africa	.....do.....	.....do.....	Sept. 13
Br. steamship British King ...	Sept. 13	London.....	.....do.....	Detained for observation.	Sept. 15
Norwegian steamship Leon ...	Sept. 13	Jamaica.....	.....do.....	Inspected and passed to lazaretto.	Sept. 14
British steamship Hay Green..	Sept. 14	Huelva.....	.....do.....	Inspected and passed.	Sept. 14
British steamship Greatham ..	Sept. 15	Hamburg....	.....do.....	Detained for fumigation.	
Br. steamship Charing Cross..	Sept. 15	Sagua, Cuba	.....do.....	Inspected and passed to lazaretto.	Sept. 15
British bark Dunstaffnage.....	Sept. 15	Sidney, C. B.	.....do.....	.....do.....	Sept. 15
British steamship Whitby.....	Sept. 16	Poti, Russia	.....do.....	Detained for fumigation.	
Dutch steamship La Flandre...	Sept. 16	Antwerp....	.....do.....	.....do.....	
British steamship Carlisle....	Sept. 17	Cardiff.....	.....do.....	Inspected and passed to lazaretto.	Sept. 17
British steamship Fortescue...	Sept. 17	Gibara.....	Waiting orders.	Inspected and passed.	Sept. 17
British steamship Bermuda...	Sept. 17	Mayaguez...	Phila.....	Inspected and passed to lazaretto.	Sept. 17

a Previously reported. Department telegram dated September 4.

b Previously reported.

c Previously reported. Department telegram dated September 10.

## GULF QUARANTINE.

Week ended September 15, 1892.

British brigantine Rozella Smitha.	Sept. 3	Havana.....	Ship Island.	Disinfected.....	Sept. 14
Brig steamship May.....	Sept. 10	Vera Cruz via Contzacoalcos.	Mobile.....	Held for disinfection.	
American schooner Anna M. Stammer.	Sept. 10	Havana.....	Pascagoula.	Held for disinfection.	

a Previously reported.



## KEY WEST QUARANTINE.

Week ended September 10, 1892.

Name of vessel.	Date of arrival.	Where from.	Destination.	Treatment of vessel and cargo.	Date of dep'ture.
British brig Caspian a.....	July 26	Havana .....	Apalachicola.	Held for observation.	

a Previously reported.

## PORT TOWNSEND QUARANTINE.

Week ended September 10, 1892.

Fourteen vessels inspected and passed.

## SAN DIEGO QUARANTINE.

Week ended September 14, 1892.

Two vessels inspected and passed.

## SOUTH ATLANTIC QUARANTINE.

Week ended September 3, 1892.

Nor. bark August Tellefsen a.	Aug. 23	Santos.....	Tybee .....	Disinfected .....	Sept. 10
Nor. bark Jotun a.....	Aug. 24	Rio Janeiro.	.....do.....	.....do.....	Sept. 7
British steamship Phoenix a.	Aug. 28	Havana .....	Fernandina.	.....do.....	Sept. 6
Spanish bark Maria a.....	Sept. 1	.....do.....	Brunswick..	Unballasted.	
American Bktn. Edward A. Sanchez a.	Sept. 2	Baltimore...	Savannah...	Disinfected.	
Portuguese bark Audacia.....	Sept. 5	Rio Janeiro.	.....do.....	Unballasting.	
German bark Catalina .....	Sept. 8	.....do.....	Tybee for orders.	Detained for treatment.	

a Previously reported.

*Reports of States, and yearly and monthly reports of cities.*

ALABAMA—*Mobile*.—Month of August, 1892. Population, 31,076. Total deaths, 65, including croup, 1; enteric fever, 3; and phthisis pulmonalis, 8.

ARKANSAS—*Little Rock*.—Month of August, 1892. Estimated population, 35,000. Total deaths, 57, including enteric fever, 3; whooping cough, 1; and phthisis pulmonalis, 8.

CALIFORNIA—*San Francisco—City and County*.—Month of August, 1892. Estimated population, 330,000. Total deaths, 450, including diphtheria, 16; enteric fever, 14; measles, 1; whooping cough, 3; scarlet fever, 8; and phthisis pulmonalis, 54.

CONNECTICUT—Month of August, 1892. Reports to the State board of health from 167 towns, having an aggregate population of 782,446, show a total of 1,424 deaths, including measles, 2; scarlet fever, 21; diphtheria and croup, 31; whooping cough, 12; enteric fever, 38; and phthisis pulmonalis, 89.

FLORIDA—*Alachua County*.—Month of August, 1892. Estimated population, 23,000. Total deaths, 20; none from contagious diseases.

IOWA—*Dubuque*.—Month of August, 1892. Estimated population, 40,000. Total deaths, 50, including phthisis pulmonalis, 4.

MASSACHUSETTS—*Brockton*.—Month of August, 1892. Estimated population, 30,000. Total deaths, 32, including phthisis pulmonalis, 3.

MICHIGAN.—Week ending September 10, 1892. Reports to the State board of health, from 68 observers, indicate that measles, inflammation of brain, diphtheria, puerperal fever, scarlet fever, and dysentery, increased, and that pneumonia, pleuritis and inflammation of kidney decreased in area of prevalence. Diphtheria was reported present during the week and since at twenty-one places; scarlet fever at thirty-three places; typhoid fever at fifty-one places; measles at one place.

MINNESOTA—*Minneapolis*.—Month of August, 1892. Population, estimated, 209,000. Total deaths, 255, including diphtheria, 1; scarlet fever, 5; enteric fever, 9; whooping cough, 5; and phthisis pulmonalis, 15.

Winona.—Month of August, 1892. Estimated population, 20,000. Total deaths, 16, including phthisis pulmonalis, 1.

MISSOURI—*Kansas City*.—Month of July, 1892. Population, 132,716. Total deaths, 191, including enteric fever, 2; whooping cough, 3; and phthisis pulmonalis, 20.

Month of August, 1892. Total deaths, 152, including enteric fever, 6; whooping cough, 4; and phthisis pulmonalis, 16.

TENNESSEE—*Nashville*.—Month of August, 1892. Population, 76,168. Total deaths, 152, including enteric fever, 12; whooping cough, 1; and phthisis pulmonalis, 18.

TEXAS—*San Antonio*.—Month of August, 1892. Population, 38,640. Total deaths, 78, including enteric fever, 3; and phthisis pulmonalis, 5.

UTAH—*Salt Lake City*.—Month of August, 1892. Population, estimated, 60,000. Total deaths, 64, including diphtheria, 3; and phthisis pulmonalis, 2.

WISCONSIN—*Milwaukee*.—Month of August, 1892. Estimated population, 246,000. Total deaths, 413, including diphtheria, 9; croup, 1; scarlet fever, 5; enteric fever, 2; measles, 2; whooping cough, 6; and phthisis pulmonalis, 24.

*Publications received.*

Municipal Reports, city of Savannah, Ga., 1892.

Twenty-third Annual Report of the Philadelphia Protestant Episcopal Mission.

Report of the State Board of Health of Connecticut, 1891.

Twenty-fifth Annual Report of the Department of Health, Cincinnati, Ohio, 1891.

Report of the State Board of Health of Rhode Island, 1891.

New Hampshire Registrations' Report, 1890.

Report of New Hampshire Commissioners of Lunacy, 1891.

The City Mission Directory, Philadelphia, Pa., 1892.

MORTALITY TABLE, CITIES OF THE UNITED STATES.

Cities.	Week ended.	Population, U. S. Census of 1890.	Total deaths from all causes.	Deaths from—										
				Phthisis pulmonalis.	Yellow fever.	Smallpox.	Varicella.	Cholera.	Typhus fever.	Enteric fever.	Scarlet fever.	Diphtheria.	Measles.	Whooping cough.
New York, N. Y.	Sept. 17.	1,515,301	758	90	.....	.....	.....	4	.....	9	5	18	2	7
Chicago, Ill.	Sept. 17.	1,099,850	455	.....	.....	.....	.....	.....	35	4	11	1	6	6
Philadelphia, Pa.	Sept. 10.	1,046,964	454	.....	.....	.....	.....	.....	14	1	25	.....	3	3
Brooklyn, N. Y.	Sept. 17.	806,343	433	43	.....	.....	.....	.....	11	2	8	3	6	6
St. Louis, Mo.	Sept. 17.	451,770	209	.....	.....	.....	.....	.....	6	1	11	.....	.....	.....
Boston, Mass.	Sept. 17.	448,477	208	30	.....	.....	.....	.....	2	1	8	.....	3	3
Baltimore, Md.	Sept. 17.	434,439	186	17	.....	.....	.....	.....	9	1	5	.....	1	1
San Francisco, Cal.	Sept. 10.	298,997	119	13	.....	.....	.....	.....	1	.....	8	1	1	1
Cincinnati, Ohio.	Sept. 16.	296,908	79	7	.....	.....	.....	.....	6	.....	1	.....	1	1
Cleveland, Ohio.	Sept. 17.	261,353	90	4	.....	.....	.....	.....	.....	.....	5	.....	.....	.....
New Orleans, La.	Sept. 10.	242,039	129	13	.....	.....	.....	.....	6	.....	.....	.....	2	2
New Orleans, La.	Sept. 17.	242,039	125	27	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Pittsburg, Pa.	Sept. 17.	238,617	112	6	.....	.....	.....	.....	10	4	13	.....	2	2
Washington, D. C.	Sept. 10.	230,392	117	8	.....	.....	.....	.....	8	.....	1	.....	.....	.....
Washington, D. C.	Sept. 17.	230,392	105	9	.....	.....	.....	.....	6	.....	2	.....	.....	.....
Milwaukee, Wis.	Sept. 17.	204,468	92	4	.....	.....	.....	.....	5	.....	.....	.....	.....	.....
Detroit, Mich.	Sept. 17.	208,878	88	.....	.....	.....	.....	.....	4	.....	2	.....	.....	.....
Newark, N. J.	Sept. 17.	181,830	89	13	.....	.....	.....	.....	2	1	7	.....	1	1
Minneapolis, Minn.	Sept. 17.	164,738	60	6	.....	.....	.....	.....	4	1	1	.....	1	1
Louisville, Ky.	Sept. 17.	161,129	62	7	.....	.....	.....	.....	5	.....	2	.....	2	2
Rochester, N. Y.	Sept. 17.	133,896	70	8	.....	.....	.....	.....	2	1	2	.....	.....	.....
Kansas City, Mo.	Sept. 3.	132,716	31	1	.....	.....	.....	.....	3	.....	.....	.....	1	1
Kansas City, Mo.	Sept. 10.	132,716	38	4	.....	.....	.....	.....	1	.....	1	.....	1	1
Providence, R. I.	Sept. 17.	132,146	51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Ohio.	Sept. 16.	81,434	20	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Richmond, Va.	Sept. 17.	81,388	36	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Nashville, Tenn.	Sept. 17.	76,168	21	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....
Eric, Pa.	Sept. 10.	40,634	11	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eric, Pa.	Sept. 17.	40,634	18	1	.....	.....	.....	.....	.....	.....	2	.....	.....	.....
Manchester, N. H.	Sept. 10.	44,126	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manchester, N. H.	Sept. 17.	44,126	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland, Me.	Sept. 17.	36,425	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Binghamton, N. Y.	Sept. 17.	35,005	11	2	.....	.....	.....	.....	1	.....	1	.....	.....	.....
Mobile, Ala.	Sept. 17.	31,076	14	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galveston, Tex.	Sept. 9.	29,084	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Diego, Cal.	Sept. 10.	16,159	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.	Sept. 10.	11,979	7	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola, Fla.	Sept. 10.	11,750	8	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....

Table of temperature and rainfall, week ended September 19, 1892.

[Received from Department of Agriculture, Weather Bureau.]

Locality.	Temperature in degrees Fahrenheit.			Rainfall in inches and hundredths.		
	Normal.	*Excess.	*Deficiency.	Normal.	Excess.	Deficiency.
<b>New England States:</b>						
Eastport, Me.....	56	4	.....	.84	.....	.49
Portland, Me.....	58	3	.....	.71	.97	.....
Boston, Mass.....	62	4	.....	.70	.60	.....
Block Island, R. I.....	63	2	.....	.73	.81	.....
<b>Middle Atlantic States:</b>						
Albany, N. Y.....	64	2	.....	.84	.....	.23
New York, N. Y.....	67	1	.....	.91	.....	.29
Philadelphia, Pa.....	68	0	.....	.80	.28	.....
Atlantic City, N. J.....	67	1	.....	.84	.....	.32
Baltimore, Md.....	68	.....	2	.91	.34	.....
Washington, D. C.....	68	.....	1	.94	.82	.....
Lynchburg, Va.....	69	.....	3	.91	.....	.05
Norfolk, Va.....	72	.....	0	1.14	.....	.73
<b>South Atlantic States:</b>						
Charlotte, N. C.....	71	2	.70	.....	.....	.08
Wilmington, N. C.....	74	0	1.61	.....	.....	.76
Charleston, S. C.....	76	1	1.46	.....	1.80	.....
Augusta, Ga.....	76	6	.94	.....	.78	.....
Savannah, Ga.....	76	0	1.46	.....	.43	.....
Jacksonville, Fla.....	78	1	1.89	.....	1.45	.....
Key West, Fla.....	82	1	1.82	.....	.....	1.55
<b>Gulf States:</b>						
Atlanta, Ga.....	72	.....	5	1.05	1.52	.....
Pensacola, Fla.....	.....	.....	.....	.....	.....	.....
Mobile, Ala.....	78	.....	5	1.19	.87	.....
Montgomery, Ala.....	76	.....	6	.77	1.73	.....
Vicksburg, Miss.....	76	.....	6	.98	.....	.88
New Orleans, La.....	79	.....	5	1.17	.....	1.07
Shreveport, La.....	77	.....	7	1.12	.....	1.12
Fort Smith, Ark.....	73	.....	2	.77	.....	.77
Little Rock, Ark.....	74	.....	4	.84	.....	.84
Palestine, Tex.....	76	.....	4	.77	.....	.77
Galveston, Tex.....	79	.....	3	1.80	.....	1.80
San Antonio, Tex.....	77	.....	2	1.08	.....	1.08
Corpus Christi, Tex.....	79	.....	4	1.87	.....	1.87
Brownsville, Tex.....	.....	.....	.....	.....	.....	.....
<b>Ohio Valley and Tennessee:</b>						
Memphis, Tenn.....	73	.....	4	.78	.....	.50
Nashville, Tenn.....	71	.....	4	.91	1.18	.....
Chattanooga, Tenn.....	72	.....	4	1.09	2.41	.....
Knoxville, Tenn.....	71	.....	3	.70	.....	.62
Louisville, Ky.....	70	.....	4	.68	1.60	.....
Indianapolis, Ind.....	65	.....	3	.63	1.17	.....
Cincinnati, Ohio.....	68	.....	4	.55	1.55	.....
Columbus, Ohio.....	65	.....	2	.63	.03	.....
Pittsburg, Pa.....	66	.....	1	.63	.....	.28
<b>Lake Region:</b>						
Oswego, N. Y.....	61	.....	0	.70	.....	.24
Rochester, N. Y.....	62	.....	0	.56	.....	.28
Buffalo, N. Y.....	61	.....	1	.77	.30	.....
Erie, Pa.....	63	.....	2	.98	.56	.....
Cleveland, Ohio.....	63	.....	3	.94	.....	.28
Sandusky, Ohio.....	64	.....	3	.70	.....	1.32
Toledo, Ohio.....	.....	.....	.....	.....	.....	.....
Detroit, Mich.....	63	.....	2	.63	2.17	.....
Port Huron, Mich.....	60	.....	1	.62	2.53	.....
Alpena, Mich.....	56	.....	0	.98	1.03	.....
Marquette, Mich.....	56	.....	0	1.05	.....	.91
Grand Haven, Mich.....	60	.....	2	.84	.....	.51
Milwaukee, Wis.....	60	.....	0	.70	.....	.70
Chicago, Ill.....	62	.....	1	.70	.....	.68
Duluth, Minn.....	56	2	.....	1.00	.....	1.00
<b>Upper Mississippi Valley:</b>						
St. Paul, Minn.....	60	.....	1	.77	.....	.77
La Crosse, Wis.....	61	.....	2	1.13	.....	1.13
Dubuque, Iowa.....	63	.....	2	1.10	.....	1.10
Davenport, Iowa.....	64	.....	3	.77	.....	.77

\* The figures in these columns represent the average daily departure. To obtain the average weekly departure these should be multiplied by seven.



Table of temperature and rainfall, week ended September 19, 1892—Continued.

Locality.	Temperature in degrees Fahrenheit.			Rainfall in inches and hundredths.		
	Normal.	*Excess.	*Deficiency.	Normal.	Excess.	Deficiency.
<b>Upper Mississippi Valley—Cont'd.</b>						
Des Moines, Iowa.....	64	.....	3	.84	.....	.84
Keokuk, Iowa.....	66	.....	2	.91	.....	.91
Springfield, Ill.....	66	.....	2	.82	.....	.82
Cairo, Ill.....	70	.....	2	.61	.21	.....
St. Louis, Mo.....	69	.....	3	.82	.....	.80
<b>Missouri Valley:</b>						
Springfield, Mo.....	68	.....	1	.83	.....	.83
Kansas City, Mo.....	68	.....	0	1.06	.....	1.06
Concordia, Kans.....	67	.....	1	.56	.....	.56
Omaha, Nebr.....	65	.....	1	.77	.....	.77
Yankton, S. Dak.....	63	1	.....	.70	.....	.66
Valentine, Nebr.....	60	4	.....	.35	.....	.35
Huron, S. Dak.....	60	.....	1	.35	.....	.35
Pierre, S. Dak.....	63	1	.....	.21	.....	.21
<b>Extreme Northwest:</b>						
Moorhead, Minn.....	56	.....	1	.56	.....	.56
Saint Vincent, Minn.....	53	.....	0	.49	.....	.49
Bismarck, N. Dak.....	57	.....	3	.21	.....	.21
Fort Buford, N. Dak.....	56	4	.....	.21	.....	.21
<b>Rocky Mountain Slope:</b>						
Havre, Mont.....	55	7	.....	.28	.....	.28
Helena, Mont.....	57	9	.....	.28	.....	.28
Spokane, Wash.....	58	4	.....	.21	.....	.21
Salt Lake City, Utah.....	64	6	.....	.18	.....	.18
Cheyenne, Wyo.....	57	6	.....	.21	.....	.21
North Platte, Nebr.....	62	2	.....	.35	.....	.35
Denver, Colo.....	62	5	.....	.16	.....	.16
Montrose, Colo.....	61	6	.....	.15	.....	.15
Pueblo, Colo.....	64	4	.....	.32	.....	.32
Dodge City, Kans.....	68	.....	0	.21	.....	.21
Abilene, Tex.....	74	.....	1	.70	.....	.70
El Paso, Tex.....	74	2	.....	.28	.....	.28
Santa Fe, N. Mex.....	60	6	.....	.30	.....	.30
Tucson, Ariz.....	78	4	.....	.33	.....	.33
<b>Pacific Coast:</b>						
Olympia, Wash.....	57	3	.....	.65	.....	.65
Portland, Oreg.....	62	.....	1	.37	.....	.37
Roseburg, Oreg.....	61	.....	0	.14	.31	.....
Red Bluff, Cal.....	73	.....	4	.14	.....	.14
Sacramento, Cal.....	71	.....	5	.07	.....	.07
San Francisco, Cal.....	62	.....	2	.07	.....	.07
Los Angeles, Cal.....	70	.....	2	.00	.....	.00
San Diego, Cal.....	68	.....	4	.00	.....	.00
Yuma, Ariz.....	84	4	.....	.00	.....	.00

\* The figures in these columns represent the average daily departure. To obtain the average weekly departure these should be multiplied by seven.

FOREIGN.

(Reports received through the Department of State and other channels.)

CHOLERA.

*Cholera at Newcastle-on-Tyne, England.*

CONSULATE OF THE UNITED STATES,  
*Newcastle-on-Tyne, September 2, 1892.*

SIR: I have the honor to report that three cases of cholera have been reported in this district during the week, viz., one each at Middlerbeo, North Shields, and South Shields.

The cases were seamen from steamship *Gerona*, at Middlerbeo, from Hamburg, and the first-named case proved fatal.

I am pleased to say that upon personal investigation I am informed by the health officers that the cases at North and South Shields are not cholera, but are diarrhea, and the patients are improving. Stringent measures are being taken to prevent the disease from getting foothold in the district, and I shall endeavor to keep the Department promptly and fully informed in regard to future developments.

I am, sir, your obedient servant,

HORACE W. METCALF,  
*Consul.*

To Hon. WM. F. WHARTON,  
*Assistant Secretary of State, Washington, D. C.*

*Inspection measures at Stettin.*

CONSULATE OF THE UNITED STATES,  
*Stettin, August 26, 1892.*

SIR: In accordance with the instructions recently received from the Department of State through the consulate-general at Berlin, I have caused to be put into practice the same system of inspection, disinfection, and detention of emigrants from cholera-infected districts as is in vogue at Bremen.

The only steamship line that carries passengers to the United States from this port is the Hamburg-American Packet Company, whose steamers make semi-monthly trips. Their next steamer leaves on the 30th of this month, and before she sails all of her passengers will have undergone two medical examinations; firstly, by the Kreisphysicus, under police control, and, secondly, by the physician appointed by the steamship company, with my consent, who is under my control. The second examination takes place in my presence.

Should any misunderstanding arise, and the steamship company refuse to follow out my instructions as received from the consul at Bremen, then it would become my duty to refuse to issue bills of health to the same.

The Kreisphysicus must present a certificate to me through the agents of the steamship company, showing that all emigrants from infected districts have been inspected, disinfected, and detained in a manner similar to that practiced at Bremen, which I have fully explained in black and white.

Up to date there has not been a single case of cholera in the entire province of Pomerania, as has come to official notice.

I have sent a communication to the governor of the province of Pomerania, residing at Stettin, requesting him to notify this consulate of the first case of cholera occurring in the province. I also keep in communication with the police authorities, so as to be posted on the sanitary condition of the city. My consular agents at Konigsberg and Danzig have been directed by wire to notify me immediately of the first appearance of cholera in their respective districts.

Information has just been received from Konigsberg, E. Prussia, that all towns in the R. German frontier have quarantined against Russian emigrants with the exception of Eydtkuhnen and Prosthen, through which places all such emigrants now must pass who wish to cross the frontier into Germany. The examination and disinfection of emigrants at those places is said to be rigorous.

Once across the frontier, according to the information received, those emigrants from infected districts must proceed to Konigsberg, and there ship for their destination.

I have the honor to be, sir, your obedient servant,

JAMES C. KELLOGG,

*U. S. Consul.*

HON. WILLIAM F. WHARTON,

*Assistant Secretary of State, Washington, D. C.*

*No more cholera cases in Glasgow.*

UNITED STATES CONSULATE,  
*Glasgow, Scotland, September 3, 1892. (Received September 13.)*

SIR: I have to inform you that there have been no further cases of cholera in this city, the outbreak having been confined to the two Russian emigrants, both of whom are now convalescent. With the precautionary measures now in force it is believed that there is little danger of future trouble at this port.

The Anchor line S. S. Company, the principal passenger-carrying company, are taking emigrant bookings only conditionally, reserving the right to delay shipment till such time as the danger is past.

Your obedient servant,

LEVI W. BROWN,

*Consul.*

To the HON. THE SECRETARY OF STATE,  
*Washington, D. C.*

CONSULATE OF THE UNITED STATES OF AMERICA,  
*Glasgow, Scotland, September 7, 1892. (Received September 15.)*

SIR: I have pleasure in again reporting that there has been no further outbreak of cholera in this city, and the community has settled down into the belief that, with the precautionary measures taken, no further trouble may be expected.

I am also informed by the Anchor steamship line, the leading line carrying passengers from this port, that they are shipping no emigrants and will not under any consideration until the danger is past. I may add that personal inquiry confirms the statement; consequently, with the situation remaining unchanged, it seems hardly necessary to continue advising you oftener than once a week.

I am not yet advised as to what action the "Allan-State" line intend to take, but will report their action, if any be taken, as soon as I am advised of the facts.

Your obedient servant,

LEVI W. BROWN,  
*Consul.*

To the Hon. THE SECRETARY OF STATE,  
*Washington, D. C.*

*No cases of cholera in Bremen.*

CONSULATE OF THE UNITED STATES,  
*Bremen, September 2, 1892. (Received September 13.)*

SIR: I have the honor to report that up to this date no case of Asiatic cholera has made its appearance in the city of Bremen.

The most stringent sanitary rules have been enforced towards all emigrants and steamer passengers.

Every steamer carrying passengers is thoroughly disinfected in all its apartments under my supervision. No passenger is permitted to go on board unless all his baggage has been thoroughly disinfected.

Every emigrant is compelled to take a bath before embarking, and have all his clothes and effects disinfected.

I have examined, with the assistance of two physicians, every hotel and boarding-house in order to give the landlords the necessary instructions.

Three physicians are still employed whose duty it is to visit every hotel and boarding-house daily, and to report every case of noncompliance with the sanitary rules.

The examination of steerage passengers is more rigid than before. Every unclean emigrant is rejected and sent to a bathing-house, while every emigrant has to remain in Bremen at least two days for observation.

All these measures suggested by me have been strictly enforced, and the directors of the North German Lloyd Steamship Company, who aided me so liberally and willingly, deserve great credit.

Hoping that all my measures adopted to prevent the transmission of this dreadful epidemic will meet with the approval of the Department,

I am, sir, your obedient servant,

HUGO M. STARKLOFF,  
*U. S. Consul.*

HON. WILLIAM F. WHARTON,  
*Assistant Secretary of State, Washington, D. C.*

*The cholera situation at Havre.*

CONSULATE OF THE UNITED STATES,  
*Havre, France, August 23, 1892. (Received September 5.)*

SIR: I have the honor to explain to you why, in my dispatch by cable this day, I so far departed from instructions of paragraph 335, United States Consular Regulations.

Rumors of cholera, cholerine, and cholera nostras have been more or less prevalent in France during the month of August, but such have, until within a week, been almost wholly confined to Paris.



On Friday, August 19, rumors of cholera at Havre were heard, and before issuing bills of health to *La Touraine* I sent to Dr. Launay, the Director of the Bureau of Hygiene, for a special report for my guidance. Such report was not given, but only a verbal assurance that only cholera existed, and that there was no occasion for alarm; and that he should continue to issue clean bills of health, which he did.

Since *La Touraine* left port rumors have spread and become alarming, so that last evening I visited Dr. Gibert, the leading physician of the city, and the one absolutely trusted. The doctor told me that Asiatic cholera was epidemic here; and in answer to my question, "Have not forty-three victims of cholera died at the hospitals of Havre?" he replied, "Many more, and it is certainly Asiatic cholera."

Even to-day, so far, I have been unable to get official information, being always referred to the ministry at Paris.

The consul-general of Great Britain, with whom I have been in conference three times since Sunday, has, like myself, failed to break the silence of the health officers.

Dr. Gibert, who collects medical data here for the Paris ministry, gave me assurance last evening that to-day the health officers would issue a bulletin for public guidance, but at noon such had not been issued.

Even in case clean bills of health be presented me for visa, I shall, for the present, feel it my duty to refuse certificate.

I have this hour been shown the draft of a bulletin prepared by a governmental board of medical experts from Paris, acting in conjunction with Havre physicians and officials, but although this bulletin admits cholera, yet it is constructed rather to allay anxiety than to declare real conditions. My colleagues agree with me in refusing health certificates, and local physicians, druggists, and the general public discredit the bulletin for above reasons.

I inclose clipping, bulletin referred to as appearing in *Le Havre* August 23, evening, also translations.

To-day, now August 24, I have been unable to get the least information from the Bureau of Hygiene. My colleagues have sent dispatches to their respective governments similar to mine.

I have the honor, etc.,

OSCAR F. WILLIAMS,  
*U. S. Consul, Havre, France.*

HON. WILLIAM F. WHARTON,  
*Assistant Secretary of State, Washington, D. C.*

[Inclosure in No. 139—Translation.]

*Sous Prefecture of Havre.*

For a few days several cases of cholera have developed, owing to the intense heat of summer. The said cases are similar to those which have been observed in the suburbs of Paris, and are without tendency to spread.

The Drs. Brouardel, Proust, and Thoniat came yesterday evening from Paris for sanitary examination and the taking of necessary steps.

They have this morning, in company of the prefect of the Seine Inferieure, the sous prefect, the mayor of Havre, Deputy Siegfried, and Drs. Gibert and Launay, proven that all services (sanitary) are well organized, and that the greater part of the sick are recovering. No cases

have spread to the garrisons or to the barracks of the customs or the prisons. The Chamber of Commerce has received the following communication from the sanitary service, viz: By application of the sanitary regulations, and until new orders are given, all vessels leaving the port of Havre shall be submitted to a medical visit, and all soiled clothes shall be disinfected.

A. PROUST,

*The Inspector-General of the Sanitary Service.*

*The sanitary condition at Antwerp.*

UNITED STATES CONSULATE,

*Antwerp, September 5, 1892. (Received September 16.)*

SIR: I have the honor to report that to-day the sanitary commission of the Scheldt has seen fit to issue modified "bills of health" for the first time.

In consequence thereof, a telegram was sent by me to the State Department, of which the following is the text, viz:

"STATE DEPARTMENT, *Washington.*

"Sanitary commission of the Scheldt to-day issues modified 'bills of health' stating that no epidemic exists in Antwerp or suburbs, but isolated cases of cholera have been noticed."

The bills of health referred to are signed by Baron Osy, the governor of the province, as president of the sanitary commission of the Scheldt, by its secretary, as well as by two delegate members of the medical commission of the province.

Accordingly the official report giving details of the actual state of the malady at this date, was indorsed by me on two "bills of health" issued by said commission, one to the barque *Elsa*, bound for Savannah, and one to the sailing vessel *Ancaios*, for New York.

The official report referred to is as follows, viz: Total number of cases of "maladies cholericiformes" admitted to the city hospital from August 15 to midnight of September 4, 77 persons, of which 27 have been discharged, 24 died, and 26 remain in treatment.

From midnight of the 3d instant up to midnight of the 4th instant 2 persons were received for treatment, 1 died, and 1 was discharged.

The population of the city, according to census made December, 1891, numbers 241,263 souls.

The remark made by me in my dispatch No. 16, in regard to the cause of illness in the case of the sailors therein referred to, was based upon the statement of the attending physician.

I am, sir, your obedient servant,

GEO. F. LINCOLN,

Hon. WILLIAM F. WHARTON,

*Consul.*

*Assistant Secretary of State, Washington, D. C.*

UNITED STATES CONSULATE,

*Antwerp, September 5, 1892. (Received September 16.)*

SIR: I have the honor to forward herewith inclosed a copy of the Precursor of yesterday's date, containing the proclamation made by the communal authorities relative to the sanitary condition of Antwerp, together with a translation of the same.

I am, sir, your obedient servant,

GEO. F. LINCOLN,

Hon. WILLIAM F. WHARTON,

*Consul.*

*Assistant Secretary of State, Washington, D. C.*

[Inclosure 2 in No. 26—Translation of proclamation.]

*The sanitary condition at Antwerp.*

ANTWERP, September 2, 1892.

We are anxious to dissipate the exaggeration which exists in reference to the sanitary condition of Antwerp.

It is true that cases of cholera have been imported by vessels of Havre and Hamburg; these events the communal administration was powerless to avert. It is also true that the contagion has spread to a few inhabitants of our city, nearly all belonging to the maritime population. But energetical measures have been taken, and till now we have been able to stay the malady with success.

On the 1st of September there were no other cases of cholera but the 16 sick in treatment at the hospital. At the same date the total number of deaths attributed to choleriform maladies was 22 for the whole period of the malady, *i.e.*, from the 15th of August to the 1st of September, both inclusive.

The administration of the hospitals, that of public charities, the local medical commission, the service of public cleanliness and the police, rival in zeal.

The sanitary works pursued during the last twenty years have rendered our city one of the most salubrious in Europe. Our hospital installations are reputed the best. This privileged situation permits us to face the plague with every possible energy and promptitude. Also we have the earnest hope to restrain its progress. But this does not depend only on public administrations, and can only be reached by means of the coöperation of all.

We make thus an energetic appeal to the good will and devotion of the entire population. We beg the population to strictly observe the measures of cleanliness and hygiene which are prescribed; to signal immediately to the police the cases which may occur, and to call in the doctor. There is no occasion for alarm.

J. VAN RYSWYCK.

THE ALDERMAN, acting as BURGOMASTER *ad interim*.

UNITED STATES CONSULATE,

*Antwerp, September 6, 1892. (Received September 15.)*

SIR: I have the honor to inform you that a certificate of which the following is a copy, issued by the administration communal of this city, was this day presented to this office:

"ADMINISTRATION COMMUNALE D'ANVERS, 3 IEME BUREAU,

"ANVERS, le 5 *Septembre*, 1892.

"OBJET, SALUBRITÉ PUBLIQUE:

"Le Bourgmestre f. f. de la ville d'Anvers declare qu' il ne régné pas d' épidémie de cholera Asiatique en cette ville.

Pour le Bourgmestre f. f.:

"L'ECHEVIN.

"(Signé) DE WINTER."

The following is a translation of the foregoing certificate:

"The acting burgomaster of the city of Antwerp declares that there is no epidemic of Asiatic cholera prevailing in said city."

The last bulletin of the Service des Cholériques of the city hospital received this noon states that from midnight of the 4th instant up to midnight of the 5th instant there were 3 patients received, 7 discharged, 1 death, and 21 remaining in treatment.

The foregoing is given in default of the receipt of the regular "weekly report," which will not be delivered until to-morrow.

I am, sir, your obedient servant,

GEO. F. LINCOLN,  
Consul.

Hon. WILLIAM F. WHARTON,  
Assistant Secretary of State, Washington, D. C.

*Cholera in Asia.*—Goat's hair, wool, skins, etc., should be prohibited entry into the United States.

CONSULATE OF THE UNITED STATES,  
Odessa, Russia, now at Chimgau, Central Asia,  
August 12, 1892. (Received September 13.)

SIR: I confirm the statements made in my dispatch dated August 1, with the exception of such as relate to the plague at Baku. There exists considerable mystery concerning this matter, and I am unable to do more than to express my personal belief in the truth of the statement made in the dispatch above referred to. Officially it is denied that the plague exists at Baku; unofficially it is believed by many persons that it does exist there. During the past ten days 6 cases of cholera occurred here among the soldiers and 1 case among the summer residents, all of whom have recovered. A marked improvement has taken place at Tashkent, the average mortality being about 16 daily. These figures are official; whether or not they are correct, I have no means of knowing. The province of Ferghana, which had previously escaped the epidemic, has been attacked during the past ten days, and the reports from Magiland, Khokan, and other places show a frightful mortality. Khokan was formerly the principal city of the khanate of Ferghana, and the residence of the ameer.

The palace of the Ameer is still the most beautiful building in Central Asia, and is now occupied by the commander of the Russian forces at Khokand. The city is notorious from the fact that a majority of the native population suffer from goitre. Europeans are not attacked. The deaths from cholera among the native and European population of Tashkent is officially acknowledged to be about 1,600. Taking into consideration statements made in previous dispatches relating to this subject, the Department will be able to form a fairly correct estimate of the actual number of deaths, which I believe to be at least 3,000. Cholera appeared in an epidemic form throughout Central Asia in 1872, and 5,000 persons are said to have died at Tashkent alone; at the time there were but five European doctors. A Russian official (a judge) who was subjected to the quarantine regulations at Uzun-Ada recently, tells a tale which sets my thoughts wandering toward the Pamir, China, and India, as the proper route for me to take to return to Odessa. The gentleman stated that those who were ill and those who were not ill were kept together; that for an entire day he was kept without food; that the dining-room opened into the room where the sick people were; that the heat was intense; that the flies and mosquitos



made even the cholera seem a mild disease; that the flies from the sick room had free access to the food which those in quarantine were given to eat; that the water was salty which they were given to drink.

There was much more, which I have forgotten, but as this unfortunate gentleman intends to relieve his feelings by publishing a full account of his experience in the Tashkent Messenger, I shall take a melancholy pleasure in translating the same and forwarding it to the Department. It would be unfair to blame the Russian authorities for the condition of things at Uzun-Ada, because, as I explained in a previous dispatch (June 8, 1892), the place exists solely because it is the starting point of the Trans-Caspian Railway. It is built on the Karakum desert, and contains neither fresh water nor vegetation. The necessity of making such a spot the starting point for the railway will be best understood by a reference to the Caspian Sea. The Caspian Sea is very shallow, and is rapidly becoming more so. Several rivers flow into the Caspian, but the rivers Terek and Volga are the principal causes of the filling up of the sea. The river Terek, rising in a cirque 8,000 feet above the level of the sea, at the northern foot of Kazbek, sweeps round through the Dariel Gorge and by Vladikavkas northward nearly to the 44th parallel. Above the Malka, its largest affluent, the discharge is over 17,000 cubic feet per second, and such a quantity of alluvia is washed down that the delta is encroaching on the Caspian at the rate of forty yards annually.

Fishing hamlets which early in the present century stood on the coast, are now 10 or 12 miles from the sea, and it is asserted that the Terek is contributing even more than the Volga in the filling up of the Caspian. The waters brought down by the Terek and Volga are doubtless considerable, but these are rapidly evaporated, while the sedimentary matter remains continually accumulating. This condition of things makes navigation very difficult and compels the Russians to build such places as Uzun-Ada from sheer necessity, as it was the only place convenient which could be reached by a channel more or less navigable. Boats drawing more than 5 feet of water can not arrive at Uzun-Ada. Everything consumed and used in the place, even to the drinking water, must be brought from abroad. With the knowledge that the railway may at any time desert the town for a more convenient starting point, accommodations of more than a temporary character are not to be found. Cholera has broken out in the old city of Bokhara, and report says that deaths are very numerous. In the district surrounding, and generally throughout the province, the disease has also appeared with frightful mortality. Asiatic cholera exists in nearly every state in Central Asia, including Afghanistan, Persia, and Bokhara.

The Ameer of Bokhara had arranged to visit his Imperial relative, the Czar, during the present month at St. Petersburg. The advent of the cholera, however, will prevent this "Shadow of Jupiter" from making his visit until a more convenient period. "It is an ill wind that blows no good," and which is the most pleased, the Ameer or the Czar, will always remain an Eastern question. The heat throughout Russian Turkestan continues to be very great, especially in the cities, Tashkent registering last week as high as 115° in the shade. The season is said to be exceptionally hot even for Central Asia. Here in the mountains the register at noon yesterday stood 94° in the shade, and at 10 o'clock at night 58°. It is unnecessary for me to touch upon the condition of affairs in the Caucasus and all over European Russia, as

doubtless the Department has been kept fully informed by our representatives at Batoum, Odessa, and elsewhere. There is one point, however, which it is just as well that the Department should understand, and that is, that reports from Russia, unlike reports from many countries, are never exaggerated, and are apt to be much below the truth. I have heard from Odessa that a cable had been received from the Department urging stringent disinfectant measures for all shipments destined for the United States, and advising that such shipments be discouraged.

I trust that the Department will pardon me, but I am compelled to say, especially in connection with Batoum and Rostoff-on-Don, that "discouraging shipments" is not sufficiently strong for either place. I strongly urge upon the Department the importance of immediately prohibiting all such commodities as wool, goat-hair, skins, and carpets from being imported into the United States from Russia. Our consuls at the various Mediterranean and English ports should be instructed to inquire into the country of origin of all the above mentioned articles of commerce which may be shipped to the United States through their respective consulates, in order to prevent such articles from being shipped as come from infected countries.

Wools destined for the United States were formerly shipped from Batoum, Odessa, and Rostoff-on-Don to Marseilles, London, Hull, and other ports, and consular invoices were obtained for these shipments at the ports named. The incentive for such a course has now passed away, but it could easily be resumed should the necessity arise and Russian wools, etc., be prohibited. Russian shippers are an unscrupulous set, and would no more hesitate to send infected wools into the United States than they would to swear to false valuations in their invoices.

I am, sir, your obedient servant,

THO. E. HEENAN,

*Consul.*

Hon. WILLIAM F. WHARTON,

*Assistant Secretary of State, Washington, D. C.*

*Proclamation prohibiting immigration into Canada.*

UNITED STATES CONSULATE,

*Quebec, Canada, September 8, 1892.*

SIR: I have the honor to report the result of cabinet meeting of provincial ministers held late last night, to take action upon the resolutions adopted by the provincial board of health on the 5th instant (embodied in my dispatch No. 56 to the Department) prohibiting immigration.

Dr. Lachapelle, president of the provincial board, laid the resolutions before the cabinet meeting, urging their ratification immediately; that a report was now current that a steamship was now on her way to this port with cholera on board, and protection was demanded against their landing. The by-laws were then approved, with slight amendments; the order-in-council was prepared, adopted, and signed by the lieutenant-governor, and the following proclamation issued at 9.30 last night. It was published in an extra edition of the Official Gazette, so that it would become a law immediately.

I had the honor of an interview with the provincial secretary this morning, and he assures me that the local government is determined

to take a decided stand in protecting this province from the cholera scourge; that any federal order conflicting with foregoing proclamation would avail nothing; that any legal conflictions arising therefrom would be decided when all danger had passed; that, if necessary, all of the provincial ports should be closed, and special constables sworn for duty.

The authorities now are thoroughly aroused to the gravity of the situation.

The manager of the Allan line of steamships has cabled instructions to agents in Europe to "take no immigrants until further orders." Such as are now on the way will be quarantined until all danger is passed.

I am, sir, your obedient servant,

FREDERICK M. RYDER,  
*Consul.*

Hon. WILLIAM F. WHARTON,  
*Assistant Secretary of State, Washington, D. C.*

#### THE PROCLAMATION.

Victoria, by the grace of God, Queen of the United Kingdom of Great Britain and Ireland, defender of the faith, etc.

To all those whom these presents may concern—greeting:

Whereas, by our proclamation dated 30th August, 1892, title 7, chapter 3, section 2 of the Revised Statutes of the province of Quebec, has been declared to be in force in our said province;

And whereas the publication of the said proclamation by an order in council dated 5th September instant it has pleased us to create, in virtue of the said section of the revised statutes of the province, a central board of health composed of the following members: Messrs. E. P. Lachapelle, president; Elzear Pelletier, secretary; H. R. Gray, of the city of Montreal; Charles Eusebe Lemieux and Lairrent Catellier, of the city of Quebec; Robert Craik and J. A. Beaudry, of the city of Montreal; J. J. T. Fremont, in his quality as mayor of city of Quebec; Michel Fiset, in his quality as chairman of the board of health of the city of Quebec; Hon. James McShane, in his quality as mayor of the city of Montreal, and Alexandre Germain, in his quality as president of the board of health of the city of Montreal;

And whereas the said central board of health, in virtue of the powers conferred on it by the aforesaid section of the revised statutes of the province, has, at a meeting held in Montreal on the 6th instant, enacted certain regulations which it believes proper to avert the terrible plague of cholera with which the province is menaced;

And whereas by an order in council bearing date of 7th September it has pleased us to sanction the said regulations;

And whereas it behooves to publish the said regulations in the Official Gazette of Quebec and to proclaim it in force:

For these causes, by and with the advise and consent of the executive council of our said province, we declare the aforesaid regulations enacted as aforesaid by the said central board of health and by us approved as aforesaid to be as follows, to wit:

Until otherwise ordered, it is forbidden to bring in by water or by land emigrants or emigrants' effects within the province of Quebec.

"It is forbidden for any vessel coming from an infected port, or reputed to be infected with cholera, to touch at any point in the province of Quebec, or disembark anything whatsoever—passengers, crew, or merchandise.

"It is forbidden for any vessel having had on board during the voyage one or more cases of cholera to touch at any point in the province of Quebec, or disembark anything whatsoever—passengers, crew, or merchandise.

"It is the duty of municipal councils in the province of Quebec to have the above regulations respected and executed.

"For all purposes of the Title VII, chapter 3, section 2 of Revised Statutes, page 9, all the local health boards established under the authority of article 3063 of 54 Vict., chapter 27, are these alluded to in Title VII, chapter 3, section 2, Revised Statutes, page 9, and intrusted with the execution of the regulations enacted by the central board of health.

"Until otherwise ordered, the present regulations of the board of health of the province of Quebec, passed under the authority of sec. 1, chap. 3, Title VII, R. S., p. 9, are these of the central board of health under the authority of sec. 1, chap. 3, Title VII, of R. S., p. 9.

"And we by these presents have enacted and ordained, and do enact and ordain, that the above regulations, now published in the Quebec Official Gazette, are in force in our province of Quebec.

"And of all as above set forth our loyal subjects and all those whom these presents may concern are requested to take cognizance and conform thereto.

"Given at government house, in our city of Quebec, this 7th day of September, in the year of our Lord 1892, and of our reign the 56th.

"(Signed)

L. P. PELLETIER,

"*Prov. Secy.*"

*Closure of ports in Central America.*

CONSULATE-GENERAL, UNITED STATES OF AMERICA,  
*Panama, August 29, 1892.*

SIR: I have to report that the governor of Panama, with the authorization of the national government, has, under date of the 27th instant, decreed that the ports of this department on the Atlantic (Colon and Bocas del Toro) shall be closed against all vessels coming from Hamburg or Antwerp and which sailed from said ports since the 20th of the present month.

The approach or entry into the same ports of this department is also prohibited to every vessel coming from ports infected with cholera, whatever may be the nation to which they belong.

I am, sir, your obedient servant,

THOMAS ADAMSON,  
*Consul-General.*

Hon. WILLIAM F. WHARTON,  
*Assistant Secretary of State, Washington, D. C.*

BAHAMAS—*Dunmore Town*.—Two weeks ended September 8, 1892. Population, 1,472. Total deaths, 1. No contagious diseases.

*Governor's Harbor*.—Two weeks ended September 10, 1892. Population 1,101. Two deaths, from non-contagious diseases.



**BRAZIL—Ceara.**—Month of July, 1892. Population, 35,065. Total deaths, 103; none from contagious diseases.

**CUBA—Havana.**—Week ended September 8, 1892. There were 121 deaths in this city during the week. Ten of those deaths were caused by yellow fever (with approximately 70 new cases), 7 were caused by enteric fever, 1 by so-called pernicious fever, 1 by bilious fever, 2 by paludal fever, and 1 by glanders. There is no suspicion of cholera Asiatica existing in any part of the island, either on vessels or ashore.

**FRANCE—Marseilles.**—Month of August, 1892. Population, 406,919. Total deaths, 842, including enteric fever, 32; scarlet fever, 2; diphtheria and croup, 35; measles, 17; whooping cough, 3; and diarrhea and enteritis, 152.

**Rouen.**—The United States consul writes as follows under date of September 8, 1892:

I inclose herewith copy of the health bulletins issued by the mayor of Rouen on the 6th and 7th days of September, from which it is apparent that no cause for alarm exists here. The disease has rather the nature of an aggravated diarrhea than that of cholera. Since writing the above, Dr. Debout, one of the first physicians of Rouen, told me that the disease was disappearing, and that similar cases occurred every year.

**GERMANY—Magdeburg.**—Month of May, 1892. Population, 202,234. Total deaths, 403, including diphtheria and croup, 11.

Month of June, 1892. Total deaths, 349, including scarlet fever, 1, and diphtheria and croup, 27.

*Gibraltar—Quarantine notice.*

CONSULATE OF THE UNITED STATES OF AMERICA,  
*Gibraltar, August 31, 1892.*

It has been decided by the board of health to impose a quarantine of fourteen days on all arrivals from the ports of Bremen, Kiel, Rotterdam, Rouen, and Dunkirk.

By order:

JOHN C. KING,  
*Secretary to the Board of Health.*

**GREAT BRITAIN—England and Wales.**—The deaths registered in 33 great towns of England and Wales during the week ended September 3 corresponded to an annual rate of 19.8 a thousand of the aggregate population, which is estimated at 10,188,449. The lowest rate was recorded in Halifax, viz, 11.8, and the highest in Preston, viz, 37.8 a thousand.

**London.**—One thousand three hundred and fifty-six deaths were registered during the week, including measles, 21; scarlet fever, 38;

diphtheria, 34; whooping cough, 9; enteric fever, 3; diarrhea and dysentery, 165; and cholera and choleraic diarrhea, 12. The deaths from all causes corresponded to an annual rate of 16.6 a thousand. In greater London 1,787 deaths were registered, corresponding to an annual rate of 16.2 a thousand of the population. In the "outer ring" the deaths included measles, 12; diarrhea, 87; and whooping cough, 12.

*Ireland.*—The average annual death rate represented by the deaths registered during the week ended September 3, in the 16 principal town districts of Ireland, was 19.8 a thousand of the population. The lowest rate was recorded in Newry, viz, 8.1, and the highest in Lurgan, viz, 36.5 a thousand. In Dublin and suburbs 176 deaths were registered, including measles, 1; whooping cough, 1; diphtheria, 2; enteric fever, 2; and diarrhea, 19.

*Scotland.*—The deaths registered in 8 principal towns during the week ended September 3 corresponded to an annual rate of 15.7 a thousand of the population, which is estimated at 1,447,500. The lowest mortality was recorded in Dundee, viz, 12.7, and the highest in Perth, viz, 20.6 a thousand. The aggregate number of deaths registered from all causes was 438, including measles, 9; scarlet fever, 14; diphtheria, 4; whooping cough, 10; fever, 4; and diarrhea, 26.

**MALTA AND GOZO.**—Period from 16th to 31st July, 1892. Total deaths, 303, including measles, 36; diphtheria, 1; and enteric fever, 3.

**MEXICO—Paso del Norte.**—Month of August, 1892. Total deaths, 32, including diphtheria 7.

## MORTALITY TABLE, FOREIGN CITIES.

Cities.	Week ended.	Estimated population.	Total deaths from all causes.	Deaths from—							
				Cholera.	Yellow fever.	Smallpox.	Typhus fever.	Enteric fever.	Scarlet fever.	Diphtheria.	Measles.
London .....	Aug. 20.....	5,752,204	1,823	7				37	43	57	
London .....	Aug. 27.....	5,752,204	1,821	3				28	48	59	
Paris .....	Sept. 3.....	2,424,705	1,117	177		2		8	23	11	4
Vienna .....	Aug. 20.....	1,406,933	1,811					26	9	29	5
Vienna .....	Aug. 27.....	1,406,933	778					3	5	20	6
Glasgow .....	Sept. 3.....	669,089	219					1	9		1
Calcutta .....	July 16.....	681,560	313	43							
Calcutta .....	July 23.....	681,560	302	16							
Hamburg .....	Aug. 13.....	570,534	295					3	1	4	
Hamburg .....	Aug. 20.....	570,534	399	23	1			4	4	6	
Hamburg .....	Aug. 27.....	570,534	1,859	1158				3	4	4	
Liverpool .....	Sept. 3.....	518,790	243	2				1	2		
Warsaw .....	Aug. 27.....	490,417	192								
Brussels .....	Aug. 27.....	482,158	165					1			
Lyons .....	Aug. 27.....	430,000	155	2 <sup>a</sup>				1	1	4	
Amsterdam .....	Sept. 3.....	426,480	141	2 <sup>a</sup>				40		2	
Milan .....	July 31.....	416,627	854		3			6	38		
Munich .....	Aug. 20.....	366,000	213					1	4		
Munich .....	Aug. 27.....	366,000	198					1	2	4	
Odesa .....	Aug. 27.....	302,000	137		1			3	2		4
Cologne .....	Sept. 3.....	294,329	197							2	6
Belfast .....	Sept. 3.....	255,950	122					5		2	7
Palermo .....	Aug. 27.....	250,000	77							2	
Antwerp .....	Sept. 3.....	241,263	158	13	1			1	1		
Bristol .....	Sept. 3.....	223,592	66								
Magdeburg .....	July 2.....	209,982	78							5	
Magdeburg .....	July 9.....	209,982	113							4	
Magdeburg .....	July 16.....	209,982	127							2	
Magdeburg .....	July 23.....	209,982	139						1	4	
Magdeburg .....	July 30.....	209,982	136							6	
Rotterdam .....	Sept. 3.....	201,858	102					2			
Pernambuco .....	Aug. 11.....	200,000	70				1	6			
Pernambuco .....	Aug. 18.....	200,000	66					5			
Trinidad .....	Aug. 20.....	189,566	30					5			
Trinidad .....	Aug. 27.....	189,566	19								
Trinidad .....	Sept. 3.....	189,566	28								
Hanover .....	Aug. 27.....	185,200	112							2	
Prague .....	Sept. 3.....	183,703	123		3			1		4	
Genoa .....	Sept. 3.....	181,763	66		2	1				2	
Frankfort-on-the-Main .....	Aug. 27.....	180,000	80					1		1	
Trieste .....	Aug. 27.....	158,054	87					1			
Nuremberg .....	Aug. 20.....	151,209	91								
Ghent .....	Aug. 27.....	150,208	96	1 <sup>a</sup>							2
Ghent .....	Sept. 3.....	150,208	120					2			1
Osaka and Hiogo .....	July 16.....	142,394	87	1		6		1	1		
Osaka and Hiogo .....	July 23.....	142,394	72		2	1			1		
Osaka and Hiogo .....	July 30.....	142,394	82		2	1			1		
Osaka and Hiogo .....	Aug. 6.....	142,394	85	1	1				1	1	
Osaka and Hiogo .....	Aug. 13.....	142,394	90	2		1			1	1	
Osaka and Hiogo .....	Aug. 20.....	142,394	105								
Funchal .....	Aug. 27.....	140,000	24					3			
Funchal .....	Sept. 3.....	140,000	12					1			
Stuttgart .....	Sept. 3.....	139,659	49						4		
Bremen .....	Aug. 27.....	126,600	63						2		
Elberfeld .....	Aug. 13.....	126,000	43						1		2
Elberfeld .....	Aug. 20.....	126,000	49								
Elberfeld .....	Aug. 27.....	126,000	52						1		2
Stettin .....	Aug. 27.....	117,000	81					1	3		
Barmen .....	Aug. 13.....	116,500	39						1		
Barmen .....	Aug. 20.....	116,500	46								1
Barmen .....	Aug. 27.....	116,500	37						1		
Havre .....	Aug. 27.....	116,369	206	122 <sup>a</sup>				13			1
Rheims .....	Sept. 3.....	105,408	88					1			1
Gothenburg .....	Aug. 27.....	105,800	28								
Aix-la-Chapelle .....	Aug. 28.....	106,844	68					1			
Leghorn .....	Sept. 4.....	103,395	32								
Pará .....	Aug. 7.....	100,000	37					2			
Pará .....	Aug. 15.....	100,000	38		3			4			
Pará .....	Aug. 21.....	100,000	46		4			1			
Pará .....	Aug. 28.....	100,000	40		2			6			
Zurich .....	Aug. 27.....	91,322	17				6		1	5	1
Mannheim .....	Sept. 3.....	80,000	35								

<sup>a</sup> Reported as "Choleraic diarrhea" and "Cholera nostras."

## MORTALITY TABLE, FOREIGN CITIES—Continued.

Cities.	Week ended.	Estimated population.	Total deaths from all causes.	Deaths from—							
				Cholera.	Yellow fever.	Smallpox.	Typhus fever.	Enteric fever.	Scarlet fever.	Diphtheria.	Measles.
Mayence .....	Aug. 28.	72,281	21						1	1	
Marsala .....	Aug. 27.	40,131	29					1			
Matanzas .....	Sept. 7.	40,000	24								
Curaçao .....	Aug. 27.	26,782	7								
Gibraltar .....	Aug. 28.	25,755	9								
Vera Cruz .....	Sept. 7.	25,000	34	8							
Girgenti .....	Aug. 27.	23,847	9					1			
Lucerne .....	July 31.	22,000	38								
Cienfuegos .....	Sept. 3.	20,000	20								
Cienfuegos .....	Sept. 10.	20,000	21					1			
Kingston, Can. ....	Sept. 16.	19,264	12								
Sagua la Grande .....	Sept. 3.	18,109	10					1			
Sagua la Grande .....	Sept. 10.	18,109	10					1			
Victoria .....	Sept. 3.	16,841	10								
Flushing .....	Sept. 3.	16,000	12								
Hamilton, Bermuda .....	Sept. 6.	15,013	2								
Hamilton, Bermuda .....	Sept. 13.	15,013	1								
St. George's, Bermuda .....	Sept. 5.	15,013									
St. George's, Bermuda .....	Sept. 12.	15,013	4								
St. Thomas .....	Aug. 19.	12,019	12								
St. Thomas .....	Aug. 26.	12,019	12								
Matamoros .....	Sept. 9.	12,000	10								
Sonneberg .....	Sept. 3.	12,000	6								
Nassau .....	Sept. 3.	10,914									
Nassau .....	Sept. 10.	10,914									
Guelph .....	Sept. 10.	10,539	2								
Guelph .....	Sept. 17.	10,539	4								
Queenstown .....	Sept. 10.	10,340	5								
Tuxpan .....	Sept. 3.	10,280	10								
Chatham .....	Sept. 10.	10,000	3								
Port Sarnia .....	Sept. 10.	6,600	5					1		1	
Port Sarnia .....	Sept. 17.	6,600									
Clifton .....	Sept. 10.	3,249	1								
Clifton .....	Sept. 17.	3,249									
Coaticook .....	Sept. 10.	3,082									
San Pedro, Honduras .....	Aug. 13.	2,000	4		4						
San Pedro, Honduras .....	Aug. 20.	2,000	1		1						
San Pedro, Honduras .....	Aug. 27.	2,000			1						
San Pedro, Honduras .....	Sept. 3.	2,000			1						
Amherstburg .....	Sept. 10.	2,260	1								
Wauaubashene .....	Sept. 10.	1,000									

OFFICIAL:

WALTER WYMAN,

Supervising Surgeon-General Marine-Hospital Service.